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Vol. VI. No. 231

八月二十 年九十二百九一英

HONG KONG, SUNDAY, DECEMBER 8, 1929.

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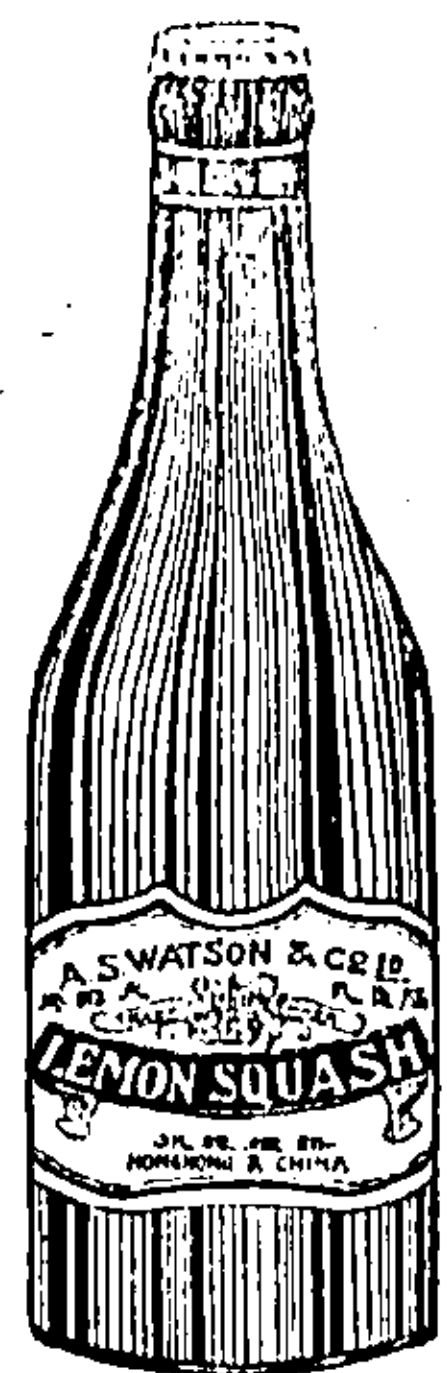
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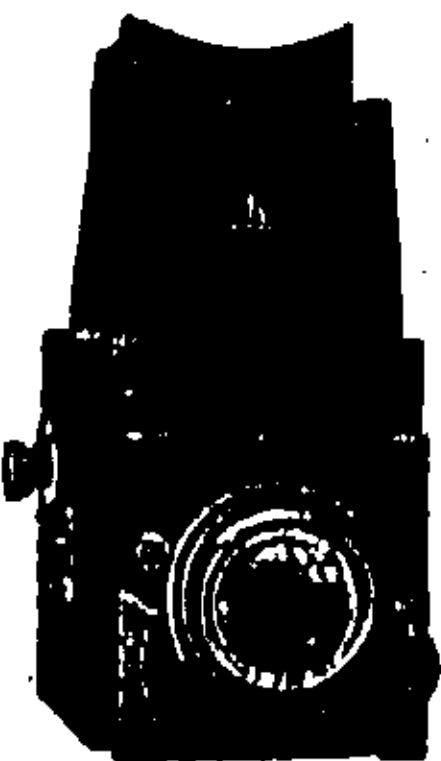
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HOME FOOTBALL RESULTS, AND LEAGUE TABLES

Division I									
Birmingham	3	Manchester C.	0	1	Barnley	3	Stoke City	1	1
Blackburn R.	2	Leeds U.	1	1	Blackpool	3	W'hampton W.	2	2
Grimby Town	3	Everton	0	0	Bradford	4	Hull City	2	2
Huddersfield T.	2	Portsmouth	1	1	Bury	2	Bradford City	4	4
Leicester City	0	Derby C.	0	0	Chelsea	1	Swansea Town	0	0
Liverpool	1	Burnley	3	3	Millwall	1	Bristol City	1	1
Manchester U.	1	Bolton W.	1	1	Nottingham F.	3	Cardiff City	1	1
Middlesbrough	4	Sheffield W.	1	1	Oldham A.	0	Preston N. End	2	2
Newcastle U.	2	Aston Villa	2	2	Southampton	2	Notts C.	2	2
West Ham U.	1	Sunderland	1	1	Tottenham H.	0	Reading	0	0
Sheffield United v. Arsenal postponed.									
Goals.									
P. W. D. L. F. A. Pts.									
Manchester C.	17	10	4	3	43	28	24		
Aston Villa	18	10	3	5	39	31	23		
Wednesday	17	10	3	4	40	22	23		
Derby	18	9	4	5	32	29	22		
Leeds U.	18	9	2	7	33	24	20		
Middlesbrough	18	9	2	7	43	30	20		
West Ham	18	7	6	6	35	39	19		
Liverpool	18	7	4	7	28	35	18		
Leicester	18	7	4	7	33	37	18		
Huddersfield	18	7	4	7	27	29	18		
Blackburn	18	6	5	7	20	39	17		
Burnley	18	6	5	7	20	39	17		
Grimby	18	6	4	8	31	39	16		
Birmingham	18	6	4	8	32	31	16		
Holton	18	6	4	8	27	33	16		
Portsmouth	18	6	5	8	30	33	15		
Sheffield U.	17	6	3	8	31	37	15		
Newcastle	18	7	1	10	34	43	15		
Everton	18	7	1	10	26	42	15		
Sunderland	17	5	4	8	21	31	14		

LOCAL BOXING

DISAPPOINTMENTS IN 2 CHAMPIONSHIPS

THREE CHALLENGES

Marine Smith Accepts A.B. Rowles's Offer

OPENING OF NEW SEASON

The Hong Kong Boxing Association's first boxing tournament of the season attracted a large gathering of "fans" at the City Hall last night.

The attraction was the fact that two Championship bouts were on the programme, but they were both disappointing. The Welterweight Championship bout, which was put on just before the interval and was billed for 15 rounds, only lasted five, Ldg. St. Morrisish of H.M.S. "Hermes" having to stop fighting at the close of the fifth round on medical advice, on account of a cut lip.

THREE QUICK BOUTS

It was a pity that the bout should have ended in this way because it was a very open affair, with Smn. Creighton of H.M.S. "Cornwall" slightly in the lead, but Morrisish was trying all time in spite of hand-

CHALLENGE ACCEPTED

Marine Smith Wants to Fight A. B. Rowles

Through the "Sunday Herald," Marine Smith, of H.M.S. "Hermes," announces his acceptance of the challenge made from the ring last night by A.B. Rowles, of H.M.S. "Marzon." I.S.B.A. Light Heavyweight Champion, to any Light Heavy or Heavy-weight boxer in China.

cap in height and reach. Creighton, of course, got the verdict.

It was announced from the ring that St. Golden of H.M.S. "Cornflower" challenged the winner.

The Heavyweight Championship contest finished even quicker. Ldg. St. Mann had the advantage in weight of one stone over A. B. Rowles, especially as Mann is a heavy puncher. He took some heavy perial Service Boxing Association Light Heavyweight Champion. This proved too much handicap for Rowles, especially as Mann is a heavy puncher. He took some heavy punishment in the third round and gave up when clearly groggy. There is doubt that he would have been knocked out before the round was over.

After the bout Rowles issued a challenge to any Light heavy or heavyweight in China.

During the evening, E.R.A. Ewen of H.M.S. "Kent," was introduced as the I.S.B.A. Middleweight Champion who had not been beaten for the past two years and a half. He challenged any boxer weighing up to 160 lb.

Ewen was formerly in Hong Kong on H.M.S. "Hermes" and at one time held the Middleweight Championship of the Colony, but subsequently lost to his shipmate, Morris (now dead).

The other bouts on the programme, all six-rounders, were two in the welterweight class and one featherweight. The welter bouts both went the full distance, but the featherweight contest went to make the third disappointment of the evening, Ldg. Smn. Wells, of H.M.S. "Marzon," who gave away ten pounds to Stoker Harley (H.M.S. "Kent"), never looked like making a fight of it and retired in the first round after the first hard blow of the bout was struck.

The curtain raiser was a six-round welterweight contest between Kid Campbell (Hong Kong) 144 lb., and A. B. Lee (H.M.S. "Sepey") 147½ lb.

The sailor was aggressive from the start and Campbell was continuously on the run. Lee punched accurately but did not do much damage. Campbell, in spite of punishment, improved whilst Lee was tiring rapidly. Campbell scored towards the end of the second round.

Campbell Still Game
In the third round Lee again punished Campbell, but the latter was still game. Lee caught Campbell nicely on the jaw in the fourth round and shook him badly, but Campbell managed to stay on his feet until the kong, thanks to good covering.

Campbell took terrific punishment in the fifth end and was floored towards the end.

Saved by Gong

The gong saved him from a knock-out. In the last round Campbell exchanged blows with Lee until his right thumb broke. He tried to continue but Mr. H. G. Sheldon, the referee, stopped the bout and gave Lee the verdict.

The Second Bout

The second bout was a six-round welterweight "go" between Marine Fraser (H.M.S. "Tamar") 148½ lb., former champion of the Colony, and A. B. Clayton (H.M.S. "Berwick") 147 lb.

HAVE YOU WON?

Lucky Numbers in Cash Sweeps

YESTERDAY'S DRAWINGS

Cash sweeps at the Jockey Club's tenth extra race meeting held yesterday resulted as follows:—

Race 1.
No. 370 \$977.20
" 361 279.20
" 147 139.60

Unplaced runners (\$50 each).
Nos. 24, 829.

Race 2.
No. 136 \$1,286.60
" 335 367.60
" 394 183.80

Unplaced runner (\$50). No. 106.

Race 3.
No. 403 \$1,486.80
" 350 424.80
" 259 212.40

Unplaced runners (\$50 each).
Nos. 60, 72, 240, 424, 404, 376.

Race 4.
No. 107 \$3,214.40
" 479 918.40
" 176 450.20

Race 5.
No. 648 \$1,797.60
" 708 519.60
" 236 128.40
" 151 128.40

Unplaced runners (\$50 each).
Nos. 319, 156, 59, 464, 703, 142.

Race 6.
No. 644 \$1,911.00
" 508 546.00
" 83 275.00

Unplaced runner (\$50). No. 18.

Race 7.
No. 301 \$1,811.60
" 89 517.60
" 221 258.80

Unplaced runners (\$50 each).
Nos. 671, 14, 699, 228, 575, 624, 200, 18.

Race 8.
No. 294 \$2,006.20
" 480 573.20
" 1 286.00

Unplaced runners (\$50 each).
Nos. 441, 566, 288.

Things That Matter

To-day's Diary

Second Sunday in Advent.
Sailors' and Soldiers' Home Service Men's Bible Class, 3 p.m.; Social Evening, 8.30 p.m.

Tea Dance, Repulse Bay Hotel, 4.30 p.m.
Queen's Theatre—"Behind That Curtain."

Star Theatre—"Give and Take."
World Theatre—"Saxophone Souls."

Majestic Theatre—"The King of Kings."
St. Vincent de Paul Bazaar.

Sports—Golf, Captain's Cup, First and Second Round of Championship, Fanning.

Tides—High, 12.15 a.m.; Low, 9.15 a.m.

Home Mail
Outward for America and ports, Europe via Victoria, B.C., ("President Grant"), Monday, 5 p.m.

Yesterday's closing rate for the dollar on demand was 1/8-9/16.

AT THE RACES

LARGEST ATTENDANCE FOR LAST MEETING

A GOOD FIELD

Mr. G. A. Harrison Brings Off a Champions' Double

PUNTERS JUDGE WRONG

Mr. G. A. Harriman had the unique distinction among local gentlemen riders of bringing off a "Champions" double yesterday, when the tenth and last extra race meeting of the Hong Kong Jockey Club season was held at Happy Valley before the biggest attendance outside of the annual week.

Incidentally, he adopted similar tactics both in the Autumn Champions and in the Sub's Autumn Champions, leaving his effort until the end. Both his mounts were not particularly fancied by punters.

UNEXPECTED WINS

Other than Mr. Harriman, Mr. T. O. Bulteel was the only jockey to score more than one first. Mr. "Johnny" Heard had one and got very near—and yet so far—on three occasions.

Tradition was maintained with honours among owners being evenly distributed. The major shares (each consisting of a first and second) went to Dynasty, Lau & Lee, and Eve. Mr. Chan Hinso is to be congratulated on annexing the big prize of the day with Chesapeake Bay (a discard of the Dunbar stable), which has shown inconsistent form during 1929.

The going remained hard so that times were on the fast side. Young Pretender looked like putting up a new record for seven furlongs but just failed. Boxing Eve did likewise in a five furlongs sprint.

The new installations of the Jockey Club worked very smoothly. The additional room made for comfort and alacrity and all promises well for the annual meeting.

Abundant interest was provided by each of the eight events on the card, even if field were slightly smaller than has been the case during the last few months.

There were other co-incidences besides Mr. Harriman's victory. Three favourites won straight off the reel—one at evens, another at odds on, and the last at a good pari-mutuel price.

That return busted the "joss" for the remainder of the day for no pony which carried the most money ever caught the Judge's eye again.

There were many thrilling finishes; in one the field was lined up like in a cavalry charge with the winner leading the line. It was responsible for considerable bumping—and a protest which did not succeed.

December Handicap: "A" Class: Seven Furlongs—For China Ponies. Entrance Fee \$5. 1st Prize: \$400. 2nd Prize: \$100. 3rd Prize: \$100. Dynasty's Young Pretender 100 lbs. (Mr. T. O. Bulteel) 1. Lau & Lee's Duke of Chantilly 104 lbs. (Mr. A. J. P. Heard) 2. Chan Tin-sin's Winsome Stag 100 lbs. (Mr. F. M. L. Soares) 3. Eve's Grand Tattoo Eve 105 lbs. (Mr. R. H. Charles) 4.

Hau Un's Monterey Bay 168 lbs. (Mr. G. U. da Roza) 0. A length, a head. Time: 1 min. 47.1/5 secs. Pari-mutuel, winner \$10.50; places, 1st \$6.50; 2nd \$7.50.

FINE OUTLOOK

Last night's weather report from the Royal Observatory states:

An anti-cyclone of considerable intensity is central to the North West of Shantung. The depression or typhoon is situated about 60 miles of N. Palawan, moving West.

Fresh monsoon will prevail along the China Coast and over the N. China Sea.

Local Forecast:—N.E. winds; fresh to fine.

The following weather report has been received by the U.S. Consul General from Manila:—

6 p.m. Saturday.
Typhoon in about 119 degrees Long. E. and 10 degrees Lat. N., moving W.

Winner Places
Young Pretender 470 445
Duke of Chantilly 243 227
Winsome Stag 170 110
Monterey Bay 107 205
Grand Tattoo Eve 50 60

1,098 1,040

This was a fine race with the ponies evenly matched. The public put the ponies in the right order and the favourite won. To an excellent start, Winsome Stag led on the rails, with Young Pretender next. On Monterey Bay, Mr. da Roza immediately went up and joined issue with the leader but began to lose ground when going uphill. Mr. Bulteel rode Young Pretender and had gained four lengths in two furlongs to be ahead long before the straight. Meanwhile Mr. Heard had brought Duke of Chantilly up on the outside.

(Continued on Page 8.)

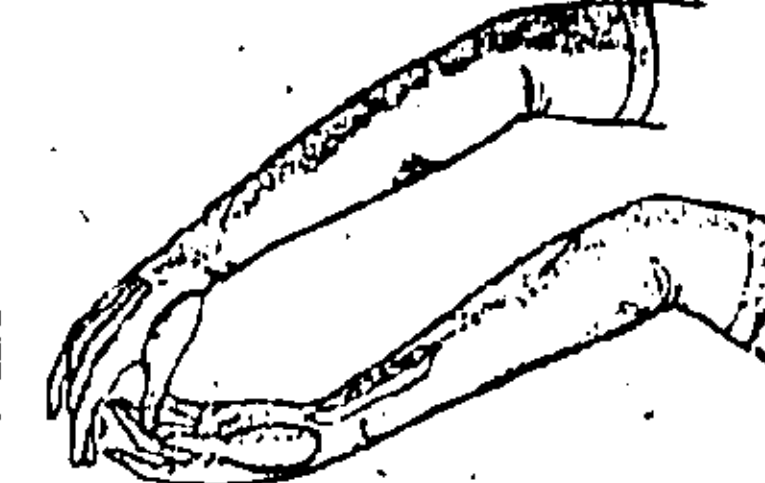
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4.00 p.m. "SUI AN" do. (Sundays Excepted)
From Macao: 8.00 a.m. "SUI AN" (Sundays Excepted)
2.00 p.m. "SUI TAI" (Sundays Excepted)

EXCURSIONS TO MACAO.

SUNDAY, 8th December.
S. S. "SUI TAI"
will depart from the Company's Wing Lok Street Wharf at 9 a.m. and from Macao at 4.00 p.m.

Karel Kozeluh says "play Spalding"



The Champion Professional who has been coaching Britain's Davis Cup players at Wimbledon and regarded by many experts as the finest Lawn Tennis Player in the world, says:

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Signed KAREL KOZELUH
22nd April, 1929

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HOME SPORT

FOOTBALL

Scottish v. English League

Scenes of great enthusiasm were witnessed at Ibrox Park, Glasgow, where the Scottish League defeated the Football League of England by two goals to one for the first time since the war. England have won eight of the last ten games, the other two ending all square.

Stevenson, of Motherwell, who came into the Scottish League side as partner to Morton on the left wing, owing to the illness of McNeill, proved one of the best forwards on the field. Jack, of the Arsenal, played centre-forward for the English League, as Cammell had developed a temperature during the journey.

The Scottish half-backs, after an uncertain start, dominated the play to such an extent that in the second half the English forwards—reduced to impotency as a line—threatened danger only by means of individual rushes. Jack, all things considered, did well; Adcock, on the right wing, brought off some typical runs, and his partner, Hine, got in one terrific shot which nearly saved the game. Taken as a whole, however, the Englishmen were disappointing, particularly the half-backs, who could not cope with the clever Scottish forwards.

Morton touched his best form, time and again working his way through the English defence. His colleagues could not equal him in brilliance, but all played finely, and had not Hine shown wonderful resource in England's goal, Scotland must have won by a more decisive margin.

The Football League scored first, Jack beating Thompson after seven minutes. Following a free kick, Mulholland equalised before half-time, and ten minutes later Scotland secured the lead. Battles passed to Stephenson, who, drawing the ball to his left, scored with a powerful kick, which completely beat Hine. For the rest of the game the Scots did nearly all the attacking, but England finished with a rush, and Hine made an effort which deserves high praise. Receiving a pass from Adcock, he sent in a grand shot, but Thompson managed to get the ball away.

RIFLE SHOOTING

Empire Contests

Some of the finest rifle shots in the Empire were present at the Mansion House on November 2, when the Elcho Shield and other shooting trophies were handed to the Lord Mayor, Sir Kynaston Studd, for safe custody.

Colonel Lord Gortleslo, captain of the English Eight, asking the Lord Mayor to accept the Elcho Shield, said that the English team had beat the Scottish holders by 40 points, their total score being 1,709, the highest since the war.

The Lord Mayor said he would have the shield placed in its old position at Guildhall in time for the banquet.

Mr. H. V. Northcote handed over the Mackinnon Cup, and Captain U. Douglas asked the Lord Mayor to accept the National Challenge Trophy.

Colonel Sir William Smith gave a history of the Territorial Ambulance Shield, and said it had been won this year by the 167th City of London Field Ambulance.

Mr. Thomas Shaw, the Secretary of State for War, said that high technical skill and efficiency were required to secure the Ambulance Shield.

Speaking later at a luncheon given by the Lord Mayor, Mr. Shaw said: "My desire is to leave the War Office with the feeling that the men with whom, and for whom, I have worked, will believe that I have played the game for them. If they think that I shall be satisfied, I shall see to it that the interests of the officers and men of the Army are paramount, and that the liberty they give up for the service of their country shall be recognised in their proper treatment from the highest to the lowest of all ranks."

The Lord Mayor, giving the toast of "The Winning Teams," said the Elcho Shield was the gift of Lord Elcho, in the sixty-four years during which it had been competed for, it had been won thirty-four times by England, fifteen by Scotland, and fourteen by Ireland.

BOXING

The Italian Giant

As we used to say at the Turf Club, "a good big 'un will always beat a good little 'un," and this is apparently true of the boxing ring as well. For Carmine, the Italian giant of 6 feet 10 inches who had with difficulty trained down to nineteen and a half stone, had so much the better of his opponent from the very first that the referee thought it had lasted three minutes.

It was not the Italian's fault that the thousand of spectators got such little value for their money; and do not forget that Jack Stanley, the policeman, who could not stand up against Carmine was himself well over fifteen stone, and a well-trained and plucky fighter with plenty of experience. But Stanley was up against something that happens only once in a generation, and the referee probably did the right thing in stopping the fight when he did. Everybody who was there admits that the boxing contest was thoroughly well won although it was the private enterprise of one Mr. Jeff Dickson and the British Boxing Board of Control had solemnly warned everybody concerned that it was not under their management and sanction they were likely to be disqualified if they took part in it.

Control of Boxing

When the public are offered good value for their money they do not take much interest in the quarrels between the promoters and the authorities, and it would not be a matter of great surprise if the B.B.C. came to terms with Mr. Dickson. They are quite right in wanting to control boxing for the sake of the sport itself, in which some shady characters have too much prominence, but it looks as if in boycotting Mr. Dickson they have not only blundered, but they have failed to achieve what they hoped.

These self-constituted authorities should remember that the fact that they are amateurs does not necessarily make them efficient.

ATHLETICS

Public School Interest

Undoubtedly public school interest in athletics has increased of late years, one has only to consider the number of appointments of blues to masterships to see that. Lancing provides one of the most striking examples of what a blue can do for a school's athletics, for in 1924, thanks to the coaching of E. M. Butler, they won the Public Schools Challenge Cup. B. G. D. Rudd, Butler's equally well-known Oxford contemporary, was a master at Harrow, and the three Masters, Glendon, Bedford and St. Lawrence College have all made progress under the assistance of M. C. Noakes, W. R. Sengrove, A. R. Alston, and the Rev. A. C. Bellamy. Noakes is the best hammer thrower England ever had. He won four English championships, holds the native record, and was third in the 1924 Games. In the same year W. R. Sengrove won the English mile and was one of the English quartet placed second in the Olympic 3,000 metres team race. Eton has W. G. Tatham, who won the English low hurdles and represented us in Paris.

R. L. Howland, our best shot-putter and discus-thrower, is also at Eton. E. P. Housden, an excellent pole-vaulter, is at Harrow, and Charterhouse has G. R. Renwick and E. H. Fryer.

Soldier Athlete's Death

Lieutenant R. Macalpine-Downie, who died recently in Jamaica, was a fine runner who ever passed through Woolwich or Sandhurst, and was the first cadet to beat 4 min. 20 secs. for a mile. He did not get a place in the Olympic team of 1924, though many considered him good enough for the honour. In 1925 he represented England against France in the mile. He had a tremendous stride and great strength, and had he only received more opportunities might have reached any heights as a miller. He was a contemporary at Cargillfield of G. P. S. Macpherson, H. Waddell and I. S. Smith, of the Scottish Rugby team. C. H. Johnston, who was in the 1924 British Olympic team, and R. A. Montague, who ran in the Oxford cross-country team of 1923. His death, following an operation, comes as a shock to all lovers of athletics.



GALLANT HORSEWOMAN AT THE WATERLOO.—An incident in the Grafton Hunt trials at Langford Farm, Greens Norton, near Towcester, Northants, which was responsible for many spectacular jumps. "Up and over"—Hon. Mrs. A. Baillie, on Hardy Times, taking the open-ditch in fine style in the ladies' class.—(Sport and General).

GOLF

Oxford v. Cambridge

A guide to the relative merits of the Oxford and Cambridge teams was forthcoming when the Dark Blues opposed Stoke Porges over the latter club's course at Slough. The match was halved, each side claiming 9 points. Recently Stoke Porges, with almost the same side, were beaten by Cambridge by 12½ to 5½.

R. H. de Montmorency and R. H. Oppenheimer, in the leading foursomes, played faultless golf against R. H. Baugh, the Oxford captain, and H. M. Bray. They were out in 34 and 35 strokes. Up to the twelfth Oxford had failed to win a hole, but they secured the next three holes, each in four. However, a half at the sixteenth enabled De Montmorency and Oppenheimer to win by 3 and 2.

V. C. Longstaffe and A. S. Bradshaw, captain of the Oxford team last season, won the first three holes for Stoke Porges from A. C. Marples and Ernest Schoffel. Oxford won four of the next six holes to turn one up, only to become three down again four holes later. This virtualy settled the match, for Longstaffe and Bradshaw kept their three holes lead until they won at the sixteenth.

G. P. Jackson and H. Schoffel looked like gaining a runaway victory for Oxford, as they won the first four holes against G. F. Penruddock and S. G. Fairbairn, and were still four up at the eleventh. With victory in sight Oxford collapsed, and the home couple after squaring at the sixteenth won the eighteenth hole for the match.

Baugh accomplished what was probably the best performance of the day when he defeated De Montmorency in the leading singles match. De Montmorency could not cope with the long and accurate play of Oxford's captain. Baugh secured a grip of the game from the start, and turned him a lead of two. Coming from behind, De Montmorency's short game failed him, and he took three putts on the tenth and twelfth greens to lose both holes. He was beaten by 4 and 2.

A "Discovery"

Mr. J. K. McCrosty, a Freshman, of Clare College, was the outstanding figure in Cambridge's match with Worpleston. Mr. McCrosty, only 18 years of age, comes from Glendon College, Perthshire, and is a typical broad-shouldered, powerfully-built Scot, with a flair for golf that is quite unmistakable.

Not belonging to any club, Mr. McCrosty does not possess an official handicap; but having played a good deal at Glendon and other courses in the Highlands, and also considering his obvious golfing abilities, he may fairly be reckoned as a good sound scratch player. That Mr. McCrosty is a "discovery" of no small importance to the Cambridge team is shown by the fact that he was the only player to win both in the singles and the foursomes; in fact, in the partnership game he and his colleague, Mr. D. A. Drayton, another Clare man, were the sole survivors.

Mr. McCrosty not only looks like a real golfer, but performs like one. The decisive manner in which he accounted for Mr. F. Mead, a player with an unrivalled knowledge of the Worpleston course, in his first worth three shots a round, left no room for doubt as to the Scottish youth's capabilities. Mr. McCrosty was 3 up at the fourth, but lost the fifth, where a hooked drive landed him in the heather. Another quick hook into a bush seemed likely to cost him the sixth, but a devouring nibble shot, and then a long iron to the middle of the green in the valley, not only won a critical situation, but actually won Mr. McCrosty the hole. Mr. Mead meanwhile having pulled a spoon shot into the jungle.

So far as Mr. McCrosty was concerned there was no further suspense, and he won by 6 and 4—a conclusive margin. The undergraduate gave evidence of being an all-round player, executing the low pitch-and-run shot to plateau greens, the purely pitch shot, and the long and medium iron shots with equal facility. The swing for all shots, especially the driving, is slow without being lazy, and behind it there is considerable power, as was illustrated at the twelfth, a hole of about 480 yards, which Mr. McCrosty reached with a drive and an iron shot.

Again, at the fifteenth, a similar hole as regards length, he was on with a drive and an iron, completing the good work by holing the putt for what is a rare golfing "bird"—an "eagle" 3. In spite of a hooked drive out of bounds at the last hole, Mr. McCrosty was round in 44, a fine performance over the Worpleston course at the first time of asking.

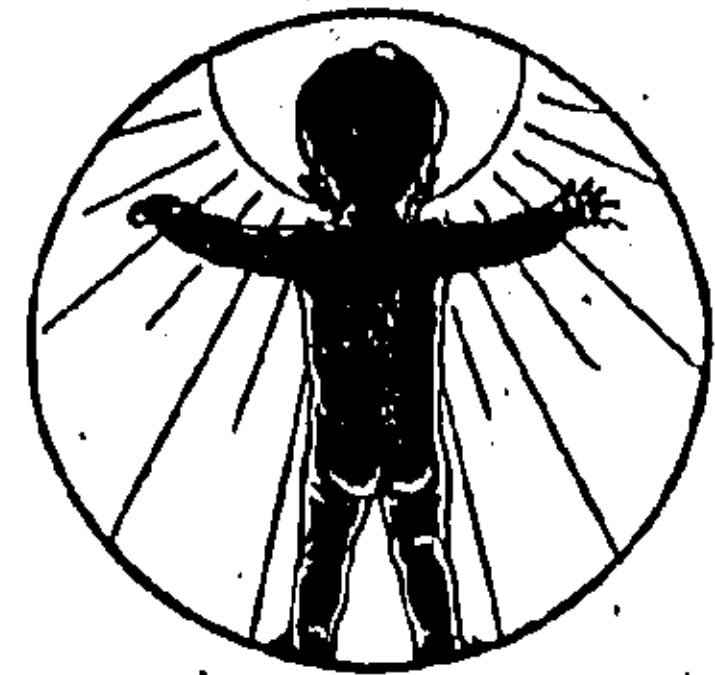
LAWN BOWLS

Important Decisions

At a Council meeting of the English Bowling Association, held on Saturday, Mr. J. Lang (president) in the chair, important decisions were arrived at for recommendation to the annual meeting.

It was decided to recommend that the future venue for the championships be London; that E.B.A. executives be elected by county associations and associate bodies, instead of with clubs; that a reduction be made of the percentage payable by the county associations from the championship entries from 10 to 10 per cent; that the county championship entry fee be abolished; and that a prize be awarded to the losing E.B.A. single-rank semi-finalists. Messrs. Deed, Hotchkiss, and Hills were elected English delegates to the International Bowling Board, and the dates of the Internationals in 1930 are July 9, 10, and 11, in Ireland. Mr. Felix Hotchkiss was nominated president. Mr. Frank Greenwood, senior vice-president, and Mr. J. W. Hammond (Eases) junior vice-president.

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YESTERDAY'S LEAGUE FOOTBALL

Disappointing Play At The Stadium

POLICE CONTINUE TO LOSE

Navy Runs Riot

Before a very large crowd at the Stadium a disappointing display was given by the Chinese Athletic and South China. Play was mainly confined to mid-field and neither eleven could open out the game.

The fact that the goalkeepers were hardly called upon to save worrying shots, does not speak very highly of the respective sets of forwards.

For two sides in the running for the League Championship a far better display was expected by both sets of followers.

The Police went down to the Navy to the tune of three thus continuing their sequence of losses.

After the poor display by the Navy in the Charity match it was expected that the Police would give them a good run, but taking a new lease of life the Navy gave little chance to their opponents.

Navy Juniors must have been in fine fettle, soundly thrashing the lowly Ewo, by beating Li Fok-sang eight times.

The fates are severely against Ewo and there appears to be little hope of their ever recording a victory.

A further game was not decided, the R.A.M.C. and Recreio failing to turn up on the Navy ground at Happy Valley.

Something will have to be done to pull up the increasing list of arrears before the season is very much older, otherwise we shall be well into May before the fixtures are completed.

RESULTS AT A GLANCE.

Division I.				Division II.			
Chinese Ath.	0	S. China	0	K.O.S.B.	5	St. Joseph's	1
R.A.	0	Recreio	2	R.A.	2	Chinese "A"	2
St. Joseph's	1	Club	0	Navy	1	Somersets	4
Somersets	2	Kowloon	1	S. China "B"	0	S. China "A"	4
Navy	3	Police	0	Chinese "B"	1	Eastern	5

LEAGUE TABLES TO DATE

Division I					Division II						
	P.	W.	D.	L.	Goals.		P.	W.	D.	L.	Goals.
Somersets	9	7	1	1	19	6	15	3	7	15	30
K.O.S.B.	11	5	4	2	17	8	14	1	0	3	17
Athletic	8	5	2	1	17	4	12	1	3	1	17
Navy	9	5	2	2	19	14	12	1	3	1	17
South China	8	5	1	2	18	6	11	1	3	1	15
Kowloon	8	3	3	2	11	8	9	1	4	2	15
R.A.	9	4	1	4	15	13	9	1	3	0	17
Recreio	8	2	1	5	9	18	5	2	1	0	21
Club	8	1	2	5	7	15	4	1	3	5	9
St. Joseph's	9	2	0	7	8	23	4	1	10	12	40
Police	9	0	1	8	8	28	1	0	0	8	32

Division I.

ATHLETIC v. SOUTH CHINA

Game of Nerves and Fouls

Played at the Stadium, before a large crowd, a hard but not very interesting game ended in a draw, no goals being scored.

Mr. W. E. Hollands lined up the following teams:

Chinese Athletic:—Chan Sik-pui; Ng Kam-chuen, Lai Yuk-tat; Ho Che-yin, Wong Shiu-wah, Lam Yuk-ying; Tso Kwai-sing, Lai Wai-koon, Wong Pak-chung, Suen Kam-shun, Chan Kwong-lu.

South China:—Pau Ka-ping; Leo Tin-wing; Lau Man; Leung Yui-chun; Wong Mee-shin; Leung Wing-cheung; Cheng Shin-fong, Ip Pak-wa, Leung Wing-tak, Choi Kwok-lun, Ip Yan-sun.

Some Fast Play
South China won the toss and elected to play with the sun behind them. They had most of the opening play but the Athletic backs were clearing well, and Pau was rarely troubled.

Athletic now got into their stride and two fouls against Wong Mee-shin looked dangerous, but the South China defence got the ball cleared and the forwards went away, Ip Pak-wa going very close with a good shot.

Play now travelled very fast from end to end with the Athletic having the best of the outfield play but neither of the goalkeepers were troubled much, as both sets of forwards seemed to be suffering from nerves, and both teams adopted dubious tactics by playing the man instead of the ball; consequently foul kicks were numerous.

A Corner Forced
South China left got going and forced a corner which was cleared, Cheng Shin-fong came very close with a good shot which missed by inches.

Athletic now took up the running, but the forwards could not finish off their good work although Lai Wai-koon raised their hopes with an express delivery; but Pau saved at the expense of a corner, from which Wong Pak-chung headed high over the bar.

South China transferred play to the other end, but the off-side against Ip Yan-sun spoiled a good opening. South China continued to press, but could make no headway against a rock-like defence. After some mid-field play the whistle ended a well contested first half.

Result:—
Chinese Athletic 0
South China 0

Few Exciting Incidents
After the breather the Athletic made headway, although Pau was not seriously troubled. South China got away on the right, but Cheng Shin-fong spoiled some good work when he overran the ball, and the Athletic defence set their forwards in motion. Lai Wai-koon was unlucky to have a good shot charged down. Tso forced a corner which was cleared by Wong Shiu-wah and his forwards went away and Choi Kwok-lun missed by inches from a pass by Cheng. Cheng forced a corner from which Leung Wing-tak headed narrowly past.

Athletic took up the running to force a corner on the left, but nothing resulted. At the other end, Leung Wing-tak tried a long shot, but Chan Sik-pui cleared without any trouble.

Athletic was again on the aggressive and a good shot from Suen was cleverly

cleared by Pau. Lam next tried his luck, but his shot was charged down and a foul against Suen relieved the pressure. South China came again, but Ng Kam-chuen cleared when things looked dangerous. Athletic strove hard to gain a victory in the closing minutes, but the South China defenders cleared their lines and the game ended in a goal-less draw.

Chinese Athletic 0
South China 0

ROYAL ARTILLERY v. RECREIO

Keen Game at Sookumpoo

On the Military Ground at Sookumpoo the Gunners entertained the Club de Recreio. Mr. F. Smith lined up the following players:

R.A.: Fletcher; Oliver, Rawlings; Taylor, Joyce, Gardner; Cotton, Allen, Gill, Walker and Fredericks. Recreio: Beltrao; Silva-Netto; Sousa; Pereira, Remedios, Xavier; Santos, Rocha, Gosano, A. Ward and Gosano, B.

Recreio's Surprise
Contrary to expectations the Club de Recreio secured a clean cut victory over the Gunners.

From the kick-off the Recreio were early to business with a dangerous raid, Rocha putting in a centre the ball grazing the upright for Ward to rush it into the net with Fletcher helpless.

A see-saw battle then raged for a time, ends being visited alternately.

Rocha next had hard luck when his short range was deflected just missing the upright to go behind for a corner.

The flag kick did not materialize. Walker then tried his luck with a first time angle shot only to miss the cross-bar by an inch or two.

Good Football
From now onwards excitement prevailed for both elevens were all out and some good football was seen, a very pleasing feature being the combination of both sets of forwards in some very accurate passing which richly deserved success, but with both keepers on their toes no further goals were scored before the interval whistle.

Half-time:—
R. A. 0
Recreio 1

Fletcher Busy
With the Recreio particularly keen to clinch the matter they maintained a heavy bombardment of the Gunners' goal, but Fletcher was ready for all their shots, bringing off some very clever saves.

The Recreio halves had now got the upper hand and were continually bringing their forwards into action, and many shots were sent in without success.

Intent on registering the second, the pressure was continued, Ward putting in a beautiful shot which Rawlings managed to head out in the field of play for Ward to regain possession and find the net.

A hit back was repeatedly tried by the Gunners but each time they were well held by Silva-Netto and Sousa.

The final whistle concluded a very interesting game with the Recreio worthy winners.

Result:—
R. A. 0
Recreio 2

ST. JOSEPH'S v. H.K. CLUB

Poor Gate at Happy Valley

The above game played on the Club ground attracted only a mere handful of spectators, and the Saints managed to win by the only goal scored after a very hard fought game, with the result in doubt up to the very last minute.

Teams:—
St. Joseph's: Rocha; Hyder, Gomes; Skinner, Wright, O. Omar; R. Omar, Souza, Sanson, Cobb and Jackson.

H.K. Club: Rodgers; Wallington, Holmes; Gilchrist, Stewart, Watson; Alexander, Bell, Davies, Ralston and Trambitaky.

Gilchrist in Form
The opening stages were fairly even, play for the most part being confined to midfield, and both teams striving hard to break away.

The Club were the first to become dangerous and forced a corner on the left, but nothing came of it.

Gilchrist sent Alexander away with a nice pass, the latter making headway and sending across a fine centre, which was however cleared by the Saints' defenders.

The Club kept up their persistent attack and had hard luck for the opening goal when Alexander drove in a hot shot that struck the upright and rebounded into play.

The Saints' now got going with a nice combined movement which brought them into the Club's lines, and Cobb drove in a fine shot that just went wide.

Play was now on a more even basis with both teams attacking and defending in turn.

Gilchrist at right half for the Club was playing a sterling game and time after time was the means of spilling a dangerous movement on the part of the Saints' forwards.

The half time whistle sounded with the score sheet blank after a very even and hard fought first half.

Half-time:—
St. Joseph's 0
Club 0

Several Missed Chances
On resuming St. Joseph's played up strongly and started an immediate raid on their opponent's goal.

Omar got away on the right and cutting in, shot, but his effort went over the bar.

Following this Sanson headed wide from Jackson's centre, when well placed.

From the goal kick the Club obtained possession and clever combined play brought them dangerously near the Saints' citadel.

Ralston had a good opportunity to open the scoring, when well placed he shot weakly into Rocha's hands.

The clearance enabled St. Joseph's to make valuable ground, and Jackson obtaining possession, cut in, to beat Rodgers with a nicely placed shot.

Fall to Find Net
The Club strove hard for the equaliser and the Saints' defence were given a very busy time.

Tambitsky sent in a nice shot which Rocha did well to clear, and shortly following this Bell drove in a hard one which just went over.

Just before the end Stewart had a golden opportunity to put his side on level terms, when, with an empty goal he struck the upright.

The Club kept up their determined pressure to the end, but the Saints' defence held out.

The final whistle arrived with St. Joseph's emerging victors by the one goal scored.

Result:—
St. Joseph's 1
Club 0

KOWLOON v. SOMERSETS

Kowloon's Second Defeat

This match, played at Kowloon, resulted in a win for the Somersets, marred unfortunately by a nasty accident to Harris who had to be carried off.

Somersets: Hall; Crawley, Hayward; Knapp, West, Harris; Rayson, Earley, Denmead, Bewley, Bur, Butcher.

Kowloon: Herbert; Gillet, Pilo; Hedley, Downman, Elias; Pilo, Gallaher, Moss, McKelvie, Miles. Referee: L.S. Ness.

West Injured
Kowloon won the toss and the Sots kicked off facing the sun. Play commenced with a run down on the Kowloon left but was put tamely behind.

Several good raids occurred and Hall saved well from Gallaher. An almost certain goal from Butcher was well stopped by Herbert.

From a well placed corner kick Pilo hit the bar but was cleared by Hayward.

Following a run down on the Somersets' wing Butcher put out-side.

West was injured but resumed play after attention.

Kowloon lines were hard pressed but Herbert punched away. Butcher opened up the scoring with a fast ground shot into the corner of the net.

The Somersets continued to press but no further goals were added when the half time whistle blew.

Half-time scores:—
Somersets 1
Kowloon 0

Another Somerset Casualty
Play opened up on the Kowloon right.

Harris was injured and had to be carried off. The Sots goal had a narrow escape with a cross shot from Gallaher and a free kick for hands against Gillet put Rayson in possession, who increased the lead with a well placed shot which Herbert completely misjudged.

Kowloon then forced a corner, from which McKelvie scored.

Kowloon continued to press and the absence of Harris was noticed considerably in the Somersets' defence.

Nevertheless, the score remained unchanged, Hall being severely tested but playing a sound game.

Another run down by Butcher, who passed into the centre, had no result Denmead missing narrowly.

The final whistle blew with Somersets attacking and terminating a fast and interesting game with the Somersets deserving the victory.

Result:—
Somersets 2
Kowloon 1

Comment
The Somersets by their success have now displaced the K.O.S.B. at the head of the league table and they will have to give their best to keep the pride of place.

It is thought that if they would only go all out for say the fifteen minutes instead of needing that time to settle down they would make victory an assured fact.

They must bear in mind that they possess a left wing who are potential interport players and much is expected of them.

NAVY v. POLICE

Sailors on Top

On Caroline Hill Ground Mr. T. G. Stokes lined up the following players:—

Navy: Jarvis; McGregor, Jones; Churchouse, Tilley, Lambert; Van Tromp, Firth, Cann, Kennedy and Dickinson.

Police: McHardy; Wynne, Muir; McCreavy, Hudson, Jessop; Nolan, Johnson, Fraser, Valentine and Haworth.

Bad Start for Police
The tonnage was decidedly on the Navy side as the players took the field.

There is no doubt that weight told its tale against the Police, very little impression being made when charging the stalwarts.

Fortune favoured the "Jack Tars" in winning the toss and electing to play with their backs to the sun.

There was trouble for the Police defence right from the start, a severe bombardment being the order from the Navy.

Several shots came very near, being a matter of inches by inches only.

Dickinson put in a shot for the Navy, the ball flashing across the goal-mouth with none of their forwards handy enough to finish off the effort.

The same player made a similar effort a few minutes later but still success did not come their way.

Having been unsuccessful with low shots they tried high ones, the next escape of the Police goal being a shot put just over.

Muir's Good Effort
An occasional break away to relieve the tension was indulged in by the Police, and Haworth lost a splendid chance to put his side ahead but shooting wide.

From a melee in front of the Police charge, Kennedy found the net with a good shot.

A little later Dickinson appeared about to add to the score after beating Wynne, but Muir saved a very dangerous situation by clearing at the expense of a corner.

The interval arrived with the Navy one up, the Police having been called upon to bring out the utmost to keep out the Navy front line.

Half-time:—
Navy 1
Police 0

Police Outplayed
After resuming, a period of mid-field play ensued with no promising movements to record. The Police forward line were now a spent force and it was plain to see that no goal was likely to be forthcoming, for on the few occasions when they did get away their lack of combination and weakness in shooting was very disappointing.

Pressure was put on by the Navy, but their efforts were nipped in the bud by the sound tactics of Wynne and Muir.

With only a few minutes from time a piece of good play gave Cann a chance to put through to register the second for his side.

The Police eleven was now at the end of its tether and a further goal by Kennedy did not come as a surprise.

Result:—
Navy 3
Police 0

Comment
In some quarters it was hoped that the Police would register their first success of the season having, it is assumed, witnessed the Navy display against the Chinese in the Charity match a week ago.

Their hopes may have been realized had not the Navy come back to their form with such rapidity.

Never say die must be the motto for success cannot be denied them much longer.

Division II

K.O.S.B. v. ST. JOSEPH'S

Win for the Scots
The above game, played at Happy Valley, resulted in an easy victory for the Borderers by 5 goals to one.

They were easily the better team and held the upper hand throughout.

Teams:—
K.O.S.B.: Westland; Chalton, Harris; Drury, Barham, Knight; Geggie, Toal, Crawley, Stevens and Rhodes.

St. Joseph's: Omar; Claysen, Harvey; Victor, Paton, S. Reed; R. J. Reed, Gutierrez, Leonard, Castilho and Fernandez.

Escape for K.O.S.B. Goal
From the kick off the Borderers became prominent and they were very soon in the Saints' half.

Stevens snapped up a nice centre from Rhodes and drove in a hard one that struck the upright.

Following this the Borderers forced a corner on the left, but nothing came of it.

St. Joseph's broke away and almost scored during a scrimmage in the goalmouth, the backs, however, eventually clearing.

The K.O.S.B. were the first to score, Stevens converting a nice pass by Drury.

The Saints' played up strongly following this and just before half time they were rewarded for their efforts when Leonard put his side on level terms with a good shot from short range.

Half-time:—
K.O.S.B. 1
St. Joseph's 1

K.O.S.B. on Top
The second half opened in favour of the K.O.S.B., an advantage which they maintained throughout the remainder of the game.

Toal put his side ahead with a fine drive, and shortly following this Crawley increased the lead.

It was now only a case of how many the Borderers would win by as, except for an occasional break away, the Saints' were hemmed in their own half.

Toal added a fourth for the Borderers and just before the end Crawley brought the total to five.

Result:—
K.O.S.B. 5
St. Joseph's 1

(Continued on page 17)

PRINCIPALS IN "THE GEISHA"



Here are the principals and the staff of the Hong Kong Philharmonic Society's presentation of "The Geisha," which is opening shortly at the Theatre Royal. Left to right, standing: Mrs. Chubb, Burgeon Lt.-Comdr. Cruickshank, R.N., Miss Scott-Harston, Mr. W. H. Pitt-Rivers, A.R.C.M., Miss Laminert, Mr. M. M. Moss, Miss Stanion, Miss O'Hagan, seated:—Mrs. F. G. Hunt, Miss Clarke, Mr. Greenmuth, Mrs. Bellamy, Mr. H. V. Parker, Mrs. A. M. Howes-Smith, Mr. A. J. J. Brock.

LOCAL CRICKET

Keen Game Between Artillery And Police

KOWLOON IN GOOD FORM

Club de Recreio Meet Their Waterloo

CRAIGENGOWER VICTORIOUS

The two friendly matches in the First Division of the Cricket League yesterday were not marked by features of outstanding brilliance, but the game between the Royal Artillery and the Police Recreation Club in Division two was played at a high pitch throughout.

The Artillerymen opened the batting in style, in spite of fast and accurate bowling, and both Lieut. Barry and Leach faced it well the latter reaching his half century.

Kowloon defeated the Chinese Recreation Club easily, and proved too strong, in batting, bowling, and fielding, for their opponents, who nevertheless put up creditable performances.

Craigengower were also victorious in their game with the Civil Service, punishing the latter's bowling unmercifully and taking advantage of the C.S.'s weak fielding.

The Club de Recreio met their Waterloo against Hong Kong, although both Alves and Xavier distinguished themselves by clever batmanship against very difficult bowling.

STYLISH BATTING

Friendlies—Division I

C.R.C. v. K.C.C.

Playing away, the Kowloon heavily defeated the Chinese Recreation Club in a friendly match.

The Home team batted first, but could not do much against the bowling of Bruce and Lee. The best score was made by W. C. Hung, with 29 runs. He seemed to be the only player able to cope with the bowling. The fielding of the Kowloon Club was excellent, as is usual.

The Kowloon C.C. commenced to bat after the interval and had no difficulty with the bowling or the placing of the ball in the field. They were much too strong for their opponents, although an enjoyable game was witnessed. Scores as under:—

Chinese Recreation Club				
W. H. Kwan, c. Zimmerman, b. Bruce	9			
F. K. Lee, c. Mackay, b. A. T. Lee	6			
W. C. Hung, c. Mackay, b. E. F. Fincher	29			
I. T. Youngs, c. b. Bruce	15			
Tau Wai-piu, c. Bruce	15			
Tau Woon-piu, c. A. T. Lee	3			
E. F. Fincher, c. A. T. Lee	3			
B. Chan, b. Ross	0			
Tau Hing-piu, c. and b. E. F. Fincher	0			
D. Hung, not out	1			
J. Hung, b. A. T. Lee	1			
Extras	11			
Total	79			

Bowling Analysis				
O. M. R. W.				
A. T. Lee	7.2	3	1	1
N. H. Ross	7	2	1	1
W. Bruce	8	0	25	3
D. Laing	3	0	22	0
E. F. Fincher	4	3	1	3
Kowloon C.C.				
E. C. Fincher, retired	50			
E. F. Fincher, retired	53			
G. A. V. Hall, c. and b. Tai	4			
Wai-piu, c. and b. Tai	4			
D. Laing, not out	18			
H. T. Buxton, b. W. Hung	21			
N. A. E. Mackay, not out	21			
Extras	12			

Total (for 4 wks.) 102

Bowling Analysis				
O. M. R. W.				
W. Hung	7	0	20	1
Tau Wai-piu	9	1	44	1
W. H. Kwan	3	0	26	0
Tau Woon-piu	3	0	13	0
Youngs	5	0	22	0
Hung	1	0	15	0

CRAIGENGOWER v. CIVIL SERVICE

The Craigengower added another victory to their list when they defeated the Civil Service after a close game on their own ground.

The Civil Service won the toss and elected to bat first. They did not appear to be at a loss as to how to deal with the bowling, although Omar, Abbas, and Lee did some good work. The team succeeded in putting up 108 runs, compiled mainly by three good scores made by de Rome, Richardson and F. Baker.

Craigengower batted after the interval and punished the bowling unmercifully. The fielding of the Civil Service could do with vast improvement and, for that matter, so could the bowling, for the Craigengower found no difficulty with it at any time during the game. They succeeded in defeating their opponents by nine runs and four wickets in hand. Detailed scores are as under:—

Civil Service C.C.				
F. J. de Rome, c. Omar, b. Abbas	33			
J. E. Richardson, b. Lee	19			
F. Baker, c. Harrison, b. Omar	32			
D. R. Kelly, run out	0			
H. E. Strange, c. Zimmerman, b. Abbas	0			
B. D. Evans, c. Lin, b. Abbas	0			
W. Macdonough, not out	2			
N. J. Bunting, b. Omar	1			
F. J. Ling, b. Omar	4			
E. Kinnworth, run out	0			
F. H. Holdman, b. Lee	0			
Extras	8			
Total	108			

Bowling Analysis				
O. M. R. W.				
Omar	11	8	24	3
Abbas	9	3	31	3
Lee	8.5	1	23	2
Lin	3	0	20	0

League—Division I

INDIAN CLUB v. UNIVERSITY

The University were entertained by the Indian Recreation Club at Sookumpoo, and the Home team commenced the batting, some really good scores being obtained. The best was that of A. el Arculli, who played well throughout the match and was not out; he put up 44 runs.

WHEN TO DRAW STUMPS

As explained in last week's issue of the "Sunday Herald", the correct details regarding the time for the withdrawal of Stumps during League Matches has been ascertained and the Rule from "Hong Kong Cricket League" is published below for information.

If a definite result be not arrived at, play shall continue until 6.15 p.m. in October, February, March and April; 6 p.m. in November and January, and 5.45 p.m. in December. But if both Umpires be agreed that the light is unfit for play, stumps shall be drawn at the time they so decide.

runs. They declared when 122 runs had been obtained for only five wickets.

The University commenced in good style, D. J. Anderson being dismissed for 37 runs and his successor, S. R. Kermani, put up 70 runs, the highest of the afternoon. The falling light caused them to declare with 122 runs for one wicket. The scores are as under:—

Indian R.C. 1st XI				
A. A. Rumjahn, c. Baker, b. Samy	15			
A. el Arculli, not out	44			
A. H. Madar, c. Baker, b. Guterres	23			
J. S. A. Curram, c. Rido, b. Baker	17			
A. R. Minu, b. Lam	12			
O. Ismail, b. Anderson	9			
A. R. Minu, not out	9			
Extras	14			

Total (for 5 wks.) 122

Bowling Analysis				
O. M. R. W.				
Samy	6	0	21	1
Lam	7	0	33	1
Guterres	11	3	29	1
Anderson	0	2	15	1
Baker	2	23	1	1
G.H.T.	4	0	14	0

University				
D. J. Anderson, c. Madar, b. Carreem	37			
S. R. Kermani, not out	70			
A. P. Guterres, not out	2			
Extras	7			

Total (for one wk.)				
O. M. R. W.				
S. V. Gittins, L. T. Rido, D. K. Samy, A. Baker, M. B. Osman, A. Rodriguez, A. B. Suterman, and C. W. Lam did not bat.	122			
Bowling Analysis				
O. M. R. W.				
M. R. Abbas	4	1	7	0
A. Minu	5	1	25	0
A. A. Rumjahn	4	0	17	0
J. S. A. Curram	9	1	40	1
A. H. Madar	8	2	19	1
A. S. Sufiad	2	0	7	0

League—Division II

CLUB DE RECREIO v. H.K.C.C.

The Club de Recreio met their Waterloo in a League Match

against the Hong Kong C.C. 2nd XI on the latter's ground.

The Club de Recreio batted first and in one or two instances only, was the bowling mastered to any degree. The fielding of the Home team was up to the usual standard and did not admit of their opponents obtaining many chances runs. H. A. Alves and H. M. Xavier distinguished themselves against very difficult bowling and showed some clever batmanship. Otherwise the batmanship of the Club de Recreio was disappointing.

Hong Kong C.C. commenced batting at 3.15 p.m. and a good start was made by the opening pair, who compiled nearly half of their opponents' score before one was dismissed. The batsmen had things more or less their own way throughout the game, although it must be said that the fieldwork of the Club de Recreio was praiseworthy, notwithstanding the fact that they lost so heavily to a better team. The scores were as under:—

Club de Recreio				
H. M. Xavier, c. Moor, b. Duckitt	13			
L. S. Gutierrez, lb.w. b. Duckitt	10			
H. A. Alves, c. Beck, b. Duckitt	10			
D. F. Xavier, lb.w. b. Duckitt	10			
F. J. Remedios, b. Beck	1			
J. E. Noronha, b. Duckitt	2			
M. F. Pina, b. Duckitt	2			
F. H. Carvalho, c. Moor, b. Duckitt	13			
A. Pereira, b. Duckitt	13			
J. F. Figueiredo, c. Duckitt, b. Duckitt	0			
C. M. Sousa, not out	0			
Extras	9			

Total				
O. M. R. W.				
Duckitt	10	1	37	3
Beck	8	4	15	2
Duckitt	12	0	6	2

Hong Kong C.C.				
O. Moor, c. Xavier, b. Alves	16			
R. H. Butger, b. Pereira	16			
A. J. Armstrong, b. Alves	19			
A. F. Duckitt, run out	9			
A. C. Beck, b. Alves	21			
E. Gahagan, lb.w. b. Remedios	53			
R. H. Dowler, b. Pereira	41			
G. E. R. Divett, c. Pina, b. Alves	3			
J. Ashworth, b. Pereira	3			
W. W. McKenzie, not out	4			
R. H. Beaumont, c. Gutierrez, b. Pereira	5			
Extras	8			

Total				
O. M. R. W.				
Xavier	2	1	4	0
Sous	11	0	24	0
Alves	11	0	60	4
Pereira	11	2	68	4
Pina	3	0	25	0
Remedios	3	0	19	1
Carvalho	2	0	22	0
Figueiredo	4.4	0	5	0

ROYAL ARTILLERY v. POLICE

The Royal Artillery put up a far more creditable performance when they met the Police in a League match on the latter's ground.

The Royal Artillery opened the batting and Lt. Christian and O'Neill gave a good exhibition of stylish batmanship. The bowling of the Police was also good and consequently the game was kept up to a high pitch throughout. Leach of the R.A. made the highest score of the game, half a century, before B. Baker claimed the wicket.

Comparatively good scores were obtained by the others, the total score being 125 runs. The Police went in to bat at 4 p.m. and Hunter appeared to settle down immediately and placed the ball just where he wanted it, for the fielding of the R.A. was not very good. He put up a stylish 46 runs before being bowled by an easy ball by Lt. Christian. Scores were as under:—

Royal Artillery				
Lt. Christian, c. King, b. Baker	13			
O'Neill, st. b. T. H. King	3			
Leach, b. B. Baker	50			
Lt. Wolfe Barry, c. Sparrow, b. A. V. Baker	23			
Bacon, b. Sherry	2			
Macdonough, b. A. V. Baker	10			
Acaster, b. A. V. Baker	10			
Scal, c. Reynolds, b. A. V. Baker	1			
Cody, run out	1			
P. Dean, c. b. Sherry	2			
J. Dean, not out	2			
Extras	14			

Total				
O. M. R. W.				
B. Baker	8	4	28	1
T. H. King	4	0	28	1
Sherry	4.4	0	25	3
Post	1	0	14	0
A. V. Baker	5	0	19	4

Police R.C.				
T. Hunter, c. Leach, b. Christian	40			
Wagland, b. Christian	6			
A. Kirby, c. b. Leach	1			
T. H. King, c. Leach, b. Bacon	12			
W. Sherry, b. Christian	14			
Reynolds, run out	0			
E. Post, c. b. Christian	12			
L. Sparrow, c. Leach, b. Christian	34			
Danbrowsky, b. Wolfe Barry	1			
B. Baker, run out	20			
Extras	11			

Total				
O. M. R. W.				
A. V. Baker did not bat.	137			
Bowling Analysis				
O. M. R. W.				
Leach	7	2	28	2
Christian	10	1	36	5
Wolfe Barry	3	1	4	1
Bacon	4	0	23	1

CRAIGENGOWER C.C. v. K.C.C.

A drawn game resulted after an interesting and evenly contested match between Kowloon C.C. 2nd XI and Craigengower C.C. 2nd XI on the former's ground.

Craigengower opened the batting in a very strong manner, J. W. Leonard and W. K. Way working together in excellent style. The combination was, however, cut short when Leonard forced his

partner to run when it was obvious that he could not get to his crease in time, this also occurred to the next batsman, E. Hanson, although Kowloon's Wicket Keeper played exceptionally well.

G. Lee bowled in his usual form and obtained the majority of the wickets, 6 for 30 runs. Kowloon were only able to make 92 runs before the light failed. Final scores were as under:—

Craigengower C.C.				
J. W. Leonard, c. F. Raven, b. H. Overy	36			
W. K. Way, run out	21			
E. Hanson, run out	7			
R. Sourbutts, b. G. Lee	1			
Y. Abbas, c. Kew, b. G. Lee	12			
W. H. Muskett, c. Petheram, b. G. Lee	0			
C. E. Wong, b. G. Lee	21			
G. Lee, b. G. Lee	6			
W. A. Youngs, run out	8			
H. Kew, c. Marlow, b. G. Lee	0			
W. Poy, not out	0			
Extras	16			

Total				
O. M. R. W.				
G. Lee	17	4	36	6
H. Overy	3	3	13	1
R. Petheram	0	0	27	0
F. S. W. Smith	4	0	20	0
O. B. Raven	3	0	3	0
R. Baldwin	2	0	13	0

Kowloon C.C.				
F. Hamblin, c. Sub, b. W. K. Way	20			
A. R. F. Raven, c. Sourbutts, b. Y. Abbas	0			
G. Lee, c. Leonard, b. W. K. Way	13			
B. Petheram, not out	23			
F. S. W. Smith, c. Leonard, b. Y. Abbas	1			
G. Kew, b. Muskett	14			
J. Marlow, not out	0			
Extras	3			

Total (for 6 wks.)				
O. M. R. W.				
R. Baldwin, H. Overy, and O. B. Raven did not bat.	92			

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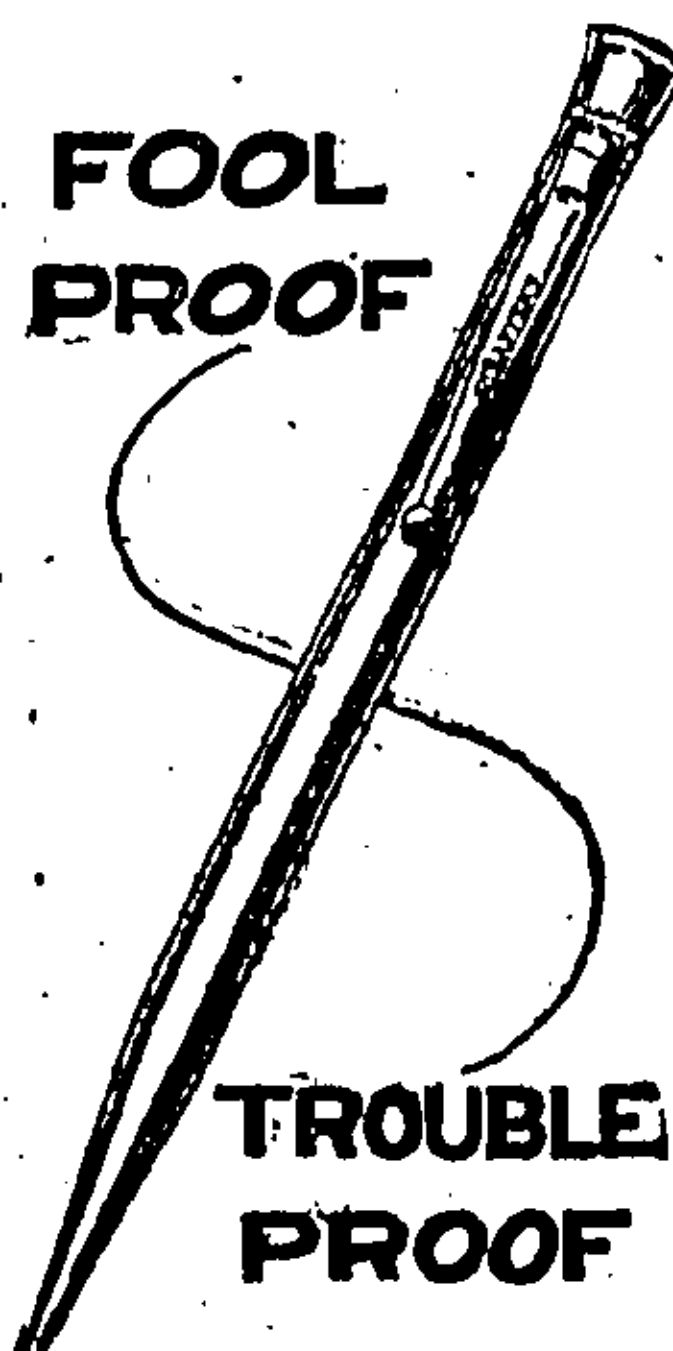
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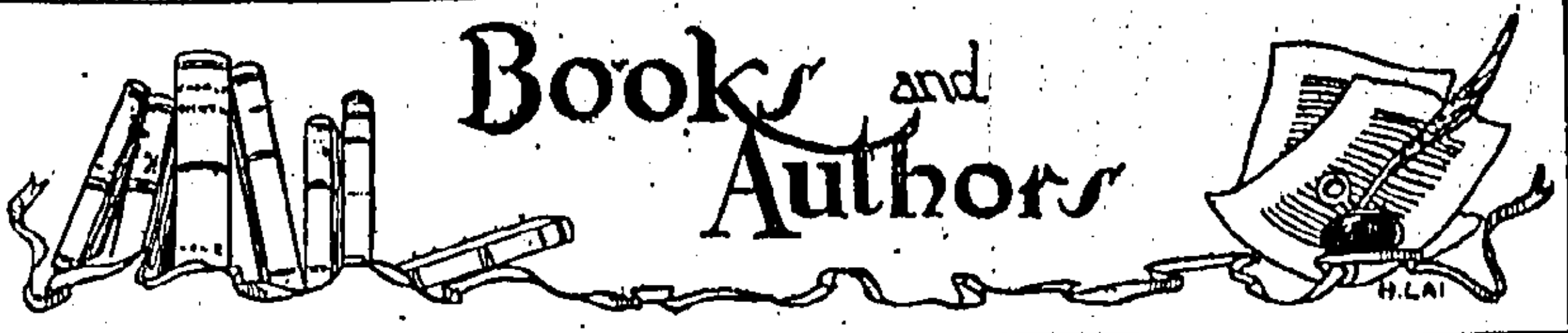
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"THE CADUCEUS"

Dr. Wellington On
Malaria

AFFECTIONS OF THE EYE

The Hong Kong University Medical Society have now published the third number of volume 8 of the "Caduceus".

We note that Professor Ride, is Editor and that Professor Digby is re-elected President. The new Vice-Presidents are in rotation, The Rt. Hon. Lord Moylman of Leeds, K.C.M.G., C.B., F.R.C.S. Eng., Lt. Colonel J. S. Bostock C.B.E., R.A.M.C., S.M.O., Dr. Alexander Cannon, M.A., M.D., Ch.B., Ph.D., Surg.-Capt. W. W. Keir, C.M.G., R.N., S.M.O., Dr. J. C. Macgown, M.D., Ch.B., Dr. S. W. Phoon, M.B., B.S., Mr. R. Lindsay Rea B.Sc., M.D., M.Ch., F.R.C.S. Eng., Professor W. H. Maxwell Telling, M.D., B.S., F.R.C.P., Dr. C. H. Wan, M.B., Ch.B., F.R.C.S., D.T.M. & H., and Dr. Wu Lien-teh, M.A., M.D., LL.D., D.LITT., Sc.D., and the Chairman is Professor L. T. Ride M.A., M.B., Ch.B., L.R.C.P., M.R.C.S., and the Hon. Secretary Mr. N. Chamarette. The Hon. Treasurer is also Prof. Ride, and the Graduate Representative Dr. S. W. Phoon.

List of Articles

The articles are:

1. Malaria in its Relation to Man and Mosquito, by A. R. Wellington, M.R.C.S., L.R.C.P., D.P.H., D.T.M. & H.

2. Affections of the Eye in General Practice (Cont.) by R. Lindsay Rea, B.Sc., M.D., M.Ch., F.R.C.S. Eng.

3. Medicine and Law by Alexander Cannon, M.A., Ph.D., M.D., Ch.B.

4. The Reduction of Alkaline Ferriyanide by Adrenalin and Uric Acid, by Sau-jin Wong, M.Sc., Ph.D. The Editorial.

Clinical Notes:
The Cunning Ways of Syphilis, by Alexander Cannon, M.A., Ph.D., M.D., Ch.B.

A Case of Carcinoma of the Stomach with Hyperchlorhydria, by Lindsay T. Ride, M.A., M.D., Ch.B., L.R.C.P., M.R.C.S.

Review of Books and Acknowledgments.

Mosquito Proof

1. deals with the evolution of our knowledge of the aetiology of the disease, the life history of parasite, and its effects on human progress. The work of Laveran in 1880, of King in 1883, of Manson in China, and of Ronald Ross during the period 1897 to 1899 are laid before us. The proof of the mosquito to theory is given relating to the experiments of Sambon, Low, and Terzi, in Italy in 1900, and of Dr. Manson, and Mr. Warren, at the London School of Tropical Medicine. Then follow the many facts regarding malaria, and upon these are based the economics of the disease, and its eradication. The article is very practical and useful.

A Clinic in Your Home

2. gives a very lucid description of the diseases of the sclera and of the iris, which is well worth study in the tropics. This article might well be described as a first class eye clinic brought into your own home.

Law on Insanity

3. The facts of a murder trial are first given in a unique way, and then all evidence in favour of a plea for revision of the existing law relating to insanity, is mustered in a very clever way. This is followed by a most interesting and exhaustive study of criminal responsibility, which mostly centres around the now famous McNaughten Decision of 1843. It is stated that 25 per cent. of criminals suffer from some degree

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of mental disorder or defect. That criminals suffer from the same forms of illness of the mind that come to the average member of the community. That mental disorder does not come as a bolt from the blue, but is insidious in onset. A penal colony is suggested as the best way of remunerating the authorities for keeping the law, and the best way of reforming prisoners; the colony should be administered by a medical man, under prison regulations. To complete the plan, we are told that an alienist should be attached to the criminal courts so that difficult cases as well as doubtful ones, could readily be referred to him. The story of the McNaughten case is given in detail, and then the great press sensation, followed by the famous discussion in the House of Lords, told in the very best style of Sherlock Holmes, giving most useful quotations from the various Lords; the questions put by the legal committee; the answers; and the comment of Lord Bramwell (written in italics) that "No body is hardly ever really mad enough to be within the definition of madness laid down in the judges' answers." A good knowledge is shown of the law in all its winding mazes, and forceful quotations are given from Brand, Taylor, Stephen, Mercer, Kenney, and the Criminal Appeal records. This article should not be missed, being of much interest to the lawyer, and of delightful reading to the public in general.

Research Work
4. gives an insight into the research work which is now being carried on in the Biochemical Laboratory of the Department of Physiology, at the University, and is of a highly technical nature.

The Editorial very aptly quotes Dr. Wellington, stating that, "Before you can eliminate anything with surety you must know something about it, and the more you know the more chance you have of succeeding."

There are two sets of clinical notes:

The Cunning Ways of Syphilis is which Dr. Cannon aptly says, "The cunning ways of syphilis are many; a few are known, and many are still unknown."

"Syphilis constitutes one-third of human pathology." "A picture will tell its tale in a way that is more forceful than a multitude of words." . . . and so eight interesting plates are produced in evidence thereof. It is stated "My motive in bringing these rashes to the notice of all, is to call to mind some of the uncertain ways of this very certain disease, and to emphasise the cunning ways of this 'one-third of human pathology' which we know by the name of syphilis." A new blood treatment is described in detail.

Carcinoma of Stomach

A Case of Carcinoma of the Stomach with Hyperchlorhydria is detailed by Dr. Prof. Ride, in which the clinical signs, symptoms, X-ray findings, and description of an operation performed by Professor Digby is given. The test-meal findings after Ryle using Tonfer's reagent and the process described by Jocelyn Patterson are explained. A well thought out discussion follows, and the considerations are not only very interesting, but also unique and scientific. There is no doubt left in the reader's mind that the diagnosis was carefully thought out, and found to be correct. A fractional test-meal chart is then displayed in two colours, and is worthy of close study.

BOOKS IN BRIEF

The Toll of the
Marshes

LURE OF THE HORRIBLE

["The Toll of the Marshes," by G. E. Heanley. (Ernest Benn).]

The marsh country of East Anglia has, from the days of Crabbe, seemed to hold a lure of the horrible. Pip was frightened by the marshes in early dawn, and in "The Judge" Rebecca West gave an unforgettable picture of their desolation and of the atmosphere of horror that they can engender. In this novel of almost unrelieved gloom Mr. Heanley depicts the souls of the marsh folk as filled with a miasma of moral degradation more foul and pestilential than any mist of the

fens. A young clergyman, half crazy with their eerie influence, makes advances towards a village girl, thinking that marriage may bring happiness. Through the malice of an old harridan tongue, he is driven to flee but is trapped by the maiden in his flight. This is typical of the remaining stories. They are unrelentingly sordid and the writing is not distinguished enough to make them anything more. The descriptions of the marshes are good but just not good enough. In fact, the book shows promise rather than achievement.

New Form of Novel

["Carr," by Phyllis E. Bentley. (Ernest Benn).]

Here is a new form of the novel and one that is quietly effective. In the person of his granddaughter, Miss Bentley has written a complete biography of Philip Joseph Carr (1858-1927), cloth manufacturer in a village of the West Riding of Yorkshire, and with his life she interweaves the story of his cousin Catherine, a woman ill-starred but too noble to be dismissed as pathetic. Carr himself is a lovable, completely ordinary man: "his place in literature and in history is, undoubtedly, as one of the crowd;" but, as his biographer says, in the words of Ecclesiastes "Without these cannot a city be inhabited . . . but they will maintain the state of the world." And the world would be poorer without such generous, fine natures as those of Carr, his attractive and gallant wife, Cordella, and the unhappy Catherine whose intrinsic nobility and sensitive honour remain in their integrity through the torturing years of her marriage to the unctuous, insincere Lomas Eastwood, while, in her heart, she has always loved her cousin Philip. The less important characters are not less delicate and intimately studied, while the careful drawing of the background in town, village, and works completes a very convincing picture. Documents, family letters, diaries are all drawn upon "sources" of the biography and Miss Bentley has by her skilful craftsmanship in this new form, succeeded in what has been defined as the aim of fiction "to lie like truth." The writing is good, always restrained, and avoiding the tures of sentimentality and melodrama. Although the movement is a little slow, even heavy, at times, the book is to be recommended to those who value truth and sincerity in plot and characterisation.

Among the Fair

["Twelve Great Ladies" (Sidney Dark).]

In his studies of these ladies of noble birth and of historical importance Mr. Dark has written a book of considerable human and academic interest. He modestly disclaims any title to profundity or originality: "the following studies of twelve great ladies are written with the one purpose of affording a measure of entertainment to those comparatively unlearned persons who are eager to understand something of the past. . . . I have written for the intelligent, but not for the intelligentist." The intelligent will find material to interest them, for at root much history is the result of the interplay of personalities, and from that point of view Mr. Dark tells the story of his ladies, vigorously and simply setting forth the facts of their lives and the parts they played in the drama of the making of Europe. Chronologically the range is from Catherine de Medici to Caroline of Brunswick. Most of the stories are connected by characters who influenced one or more of the principals, by relationships, or by the historical sequences of events and politics; thus a pleasant continuity of interest is maintained.

This may seem mild diet to the palate accustomed to the cavalcade of Strachey or the rich banquets of Peuchetwanger, but it is none the less sound and pleasing. If Mr. Dark is not epigrammatic in style or highly imaginative in interpretation, he is always just, clear, and generous, qualities which in this kind of work are invaluable. One may deplore an occasional lapse from the elementary rules of grammatical writing as in the second paragraph on p. 92; but even Homer has nodded at times, and small faults do not greatly lessen the value of this book to those who enjoy historical biography not overburdened with depth of thought or the minutiae of scholarship.

—M. B.

FOUR FRONTS

Sir William Marshall's
Memories

INTERESTING STORY

["Memories of Four Fronts," by Lt. General Sir William Marshall, G.C.M.G., K.C.B., K.C.S.I., with an introduction by General Sir Ian Hamilton. Ernest Benn, Ltd., London. 21/-]

Sir William Marshall, who succeeded to the command of the Mesopotamian Expeditionary Force on the death of General Maude, describes his war experiences in a volume of great interest and importance.

In 1914 the author brought his battalion home from India and spent the first winter in France in the trenches facing La Bassée. He was sent to Egypt in the spring of 1915 and thence as Brigadier to Suvla. His comments on the situation there, are frank and notable.

From Suvla he went to Salonica to command a division on the Macedonian front. Thence he was transferred to Iraq, when the operations for the recapture of Kut were in progress. General Marshall describes in detail the critical flank movement across the Hal and the bridging of the Tigris above Kut, which compelled the Turks to retreat on Baghdad.

From this point onward his graphic and authoritative account of the Mesopotamian campaign, first under Maude and then under his own direction, will be found profoundly interesting. His warm tribute to Maude's fine qualities as a soldier and as a man is one of the features of a very modest, and yet impressive book.

General Marshall must have spent an enormous amount of time and thought on his "Memories," as incidents of every kind are recorded, chiefly military, of course, some humour, and some most interesting passages describing the country and inhabitants of the Eastern fronts.

No doubt these details were chiefly gleaned from letters and diaries written by the author, but they are woven into the story in a most interesting manner.

General Marshall shows a sound knowledge of military tactics and another noticeable feature is his thoughtfulness for the health and well being of those under him.

His cheery and optimistic style and the tremendous faith which he had in the support of his Staff and men must have been a great incentive to all with whom he came in contact, and though he writes nothing in self-praise one feels that General Marshall indeed made history during the Great War.

Photographs and maps add interest and explain the text where necessary, and the volume is well and clearly printed and neatly bound.

Though a little technical in parts for the civilian reader, this interesting and instructive book can be thoroughly recommended.

NAVAL HEROES

Eighteenth Century
History

["Love Smugglers and Naval Heroes," by Lillian Boys Behrens; Cecil Palmer, 7/6.]

A book of naval history centred round some naval heroes, principally of the families of Lamb, Boys, and Harvey.

The anecdotes recorded are, of necessity, a little disjointed but this cannot be avoided since a period of nearly one hundred years is covered. Legends, amusing stories and genuine history of the 18th Century are so well mixed up as to make "Love Smugglers and Naval Heroes" most pleasing to read.

Smuggling, in practically all its forms, is dealt with in the opening chapters and many an amusing episode is recorded. The chapter entitled "Love Smugglers," described elopements, divorces, etc. in such a manner as to bring home to the reader the funnier side and the number of examples given shows that a good deal of research has been made.

The chapters in which genuine history is recorded are most interesting since the author has had access to important documents relating to the various episodes, and has told them faithfully, but has never forgotten that the object in view is to produce interesting reading.

The last few pages are devoted to poetry and ballads practically all composed by a member of the Harvey family, and these add to the value of the book.

The four illustrations are of people concerned and these, together with a most attractive binding finish off "Love Smugglers and Naval Heroes" in a manner that leaves no doubt as to its quality.

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The recent Army and Navy manoeuvres at Repulse Bay, which the special staff writer of the "China Mail" fully described on Friday, cannot be taken at all seriously, although many simple folk no doubt attach importance to them. The possibility that Hong Kong would ever be invaded, even in the event of a "real" war, is extremely remote. In the first place, there is little to invade, and, since Hong Kong is of small strategic importance from a Pacific viewpoint, the capture and possession of our rocky isle, albeit with a small dockyard, would be too frivolous an undertaking for the serious consideration of an enemy Power.

The whole purpose of the manoeuvres was neither to devise measures for the defence of the island nor, as some Kiplingese Lieutenant put it, to "establish a morale." If Hong Kong were liable to invasion, measures for its defence would have been taken years ago, and the publicity so curiously given to these manoeuvres would have been shunned like a plague of democracy. The bitter truth must be that Hong Kong is worse than useless as a strategic base in the Pacific. It's only excuse for appealing to our race is its equable, agreeable climate, and its proximity to China, which makes it commercially attractive. As for establishing a "morale," a performance of that description, if that had been its aim, would be a burlesque. Apparently, Mr. Ramsay MacDonald, and our "Reds" at Home think very little of "morale" in the Kiplingese sense, and high officials are too sensible here not to take warning from Egypt and elsewhere.

The manoeuvres were a designed monotony partly to alleviate the monotony of routine training, and to give the troops an approximate conception of how to act in given circumstances. But it was nothing more than a game, not even strictly carried out in accordance with the rules laid down. It may definitely be said that the manoeuvres have no significance whatever in regard to the defence or invasion of our little Colony. Impossible happenings were winked at, and the whole affair was treated perhaps a trifle too lightly by those who do not realise what war is. However, the manoeuvres are useful in that they train the men to reconnoitre in the cover of night through difficult country.

Keenness of engagement, all the H.K.V.D.C. round, the defence of the Island was well stage-managed from Headquarters, and had the circumstances been similar on both sides in a real attack, the invaders would have had a "warm" time of it. One interesting fact which the manoeuvres brought out was the keenness of the Hong Kong Volunteers. That spirit is one of the best possible signs, and shows the undying flame of loyalty to the bright of the Empire's youth, in spite of the assertion to the contrary at a certain local function not long ago by one who should know better.

The attack on Hong Kong was tactically, a miserable failure, and there was a hitch in the proceedings governing the operations and duties of the landing parties. The warships' manoeuvres showed some astonishing weaknesses and lowered the realism of the event by their apparent determination to show themselves as much as possible to the enemy; get within the range of his guns; and rest content that their mere bulk would lower the "morale" of the defenders by their terrifying presence. The Hong Kong and Singapore R.G.A. batteries were very amusing and lived through the night watches in a state of nervous apprehension. Directly a Very light appeared, off went the fifteen-pounder and gave away its well-concealed position at once. Firing was desultory and aimless, but served to create a little harmless diversion among the yawning veterans and "officially accredited" correspondents.

An invasion of Hong Kong in time of war, if such an eventuality were a reasonable supposition, would never come from that locality, in all probability, or by those methods. Where and how it might take place are matters not for disclosure in these columns—but the military theorists and "officially accredited" war correspondents can argue it out among themselves over a "with-water-or-without."

The point to strike home is that Hong Kong is very much undermanned from a military point of view at present to resist effectually any kind of attack, from within or without, and we use this opportunity seriously to urge every young man who is keen

and physically fit to join the H.K.V.D.C. without delay. It is apparent that the present Home Government will do nothing to increase (though possibly everything to decrease) military expenditure in the coming financial year, and there is every reason for more Volunteers to swell the ranks of our local active forces. The display of efficiency and ability made by the machine gun and cycle sections of the H.K.V.D.C., during the manoeuvres says a good deal for the officers under whom they receive their training.

Another Ambiguous Law

The law governing obstruction in public highways is certainly a most ambiguous one in this Colony. Shopkeepers who put out a door, or a few chairs, so that their premises may be properly washed down, invariably find themselves the recipient of a summons the next day. They then appear before a Magistrate and a fine of \$3 to \$5 is imposed. But nothing is done to check obstruction on a large scale. For instance, yesterday morning, at about half past eight o'clock, people who alighted from the west-bound trams at the junction of Pedder Street and Des Voeux Road Central were unable to budge an inch for fully ten minutes and were also in danger of being run over by trams. Why? Because the people concerned with the construction work which is going on at the Hong Kong Hotel old site were issuing time tickets in the road to a few hundred women engaged for the purpose of carrying away debris from that plot. The women had each two baskets of earth slung across a bamboo pole, and as they came out into the public roadway, a Chinese foreman handed them a ticket. The congestion thus caused caused much annoyance to persons alighting from trams at that section, and several had their trousers soiled. An Indian sergeant on duty near the Beacon winked an eye and allowed the matter to pass. It was not for a minute but fully ten minutes had elapsed before the batch of women coolies could get on their way. Was not that obstruction on a large scale, and was it not a worse case than shopkeepers who put a few chairs out on the pavement so that they may conform with the regulation imposed upon them by the Sanitary Board? And, above all, why could not the contractor concerned have issued time tickets to the coolies inside the enclosed site instead of out in the street.

SUNDAY SALLIES.

Rigid economy—a dead Scotsman.

Dempsey's favourite song—"Tunney Boy."

Lipton's—"The 'Dear' Little Shamrock."

Parliam. drowns himself! Probably in Selce.

Our butcher's excuse for his poor golf is that he will slice.

During 1929 an English cook was in twenty different jobs. A regular Cook's Tour.

"The doctor will see you inside," said the nurse to the patient as he helped him on to the operating table.

"Something I ate," said the fire swallower as he suffered from a touch of heartburn.

Whereas Orpheus charmed all the beasts and birds Wagner made only one Lo(w)-hen-grin.

Mrs. Malaprop: "I want an indecent gas mantle; you know, one of the perverted ones."

The snake differs from the flea in that it crawls about on its own stomach. The flea is not so fastidious.

Annont the sweeps at the race-course yesterday: A lottery is sometimes a refined form of burglary—a case of raffles by Raffles.

Hong Kong Calling: Weather forecast.

Ice House Street:—Wind up. Formosa Channel and China Sea:—Storms unsettled.

Further Prospects:—For Motorists, fine (\$5).

A woman is often content to remain discontented.

To prove that you have a true sense of humour laugh at yourself once in a while.

Don't neglect to know a little more than you let people know you know.

Many a would-be bachelor gets married through a Miss understanding.

The only time some men get the last word is in their will, that's why we so often see very wordy ones.

There is no man so trying as the man who never tries to help himself.

If the cause of some people's failure is known there is hope of success later on.

Some people use a gallon of words to express a teaspoonful of thought.

The fellow who hasn't a note of music in him is always loud in singing his own praises.

It is love at first bite with Mike—he fell in love with his wife after tasting a cake she made.

There was a young lady called Mary

Who hardly remembered a fairy: Though not twenty-one She weighed half a ton And most of it unnecessary.

There was a young gallant called Cholmondeley

Whose inamorata was cholmondeley, While he gazed at her figure His eyes grew much bigger, And he worshipped her cholmondeley and cholmondeley.

Life may be a riddle but leave it at that; don't give it up.

The reason why some men never know when they are well off is because they never are.

Women who are always looking into mirrors are prompted by either vanity or courage, it all depends how she "looks."

Usually a woman wants to get as much as she can for her money. But its different when she's buying a frock.

The fellow who has occupied eight different positions this year wonders why his friends call him Mr. Photomaton.

"Yes," said the absent-minded coolie charged with shop-lifting, "it just seemed to come away in my hand."

"This rage for the antique is undoubtedly spreading," said the young man who rashly bit hard on a restaurant cake.

Some fellow's mission in life seems to be wife hunting. They don't realize that success means submission in the future.

Kowloon may soon have "the one apartment look," but some boarders have to look long enough for the one apartment that is going to suit them.

Topics for conversation with partners at dances are difficult to find even in gaudy Hong Kong. You have to be so careful if you are not sure who your host or hostess is, for no matter how good a dancer you are you may put your foot in it.

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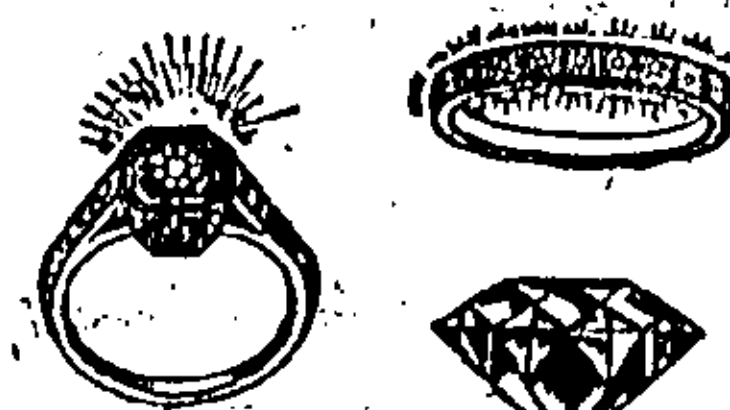
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this morning!

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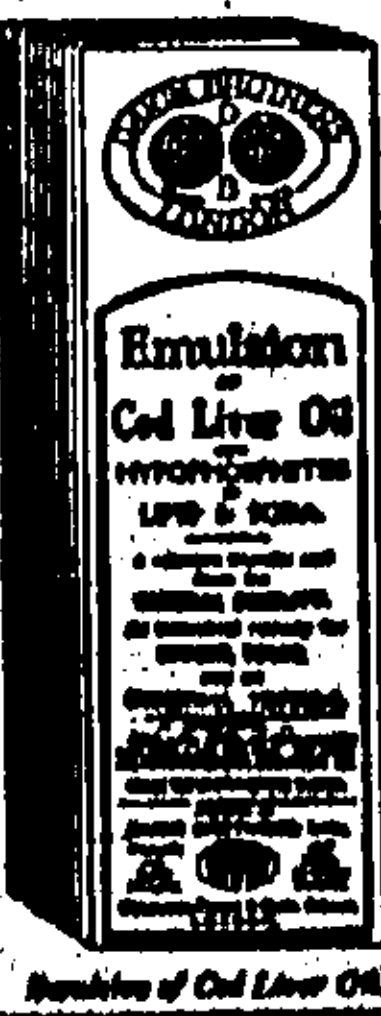
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AT THE RACES

(Continued from Page 1.)

The run up saw Duke of Chantilly rapidly dispose of Monterey Bay, which faded out, and then of Winsome Stag; but Young Pretender was never caught. The Stag had a last run to shorten down the distance between him and the Duke.

Had Grand Tattoo Eve been fit (or had Mr. Charles not been riding at 6 lbs. overweight), this outsider might have beaten the lot in the final stage as Mr. Charles made him run very well, finishing close on the placed ponies.

The time was only 2/5, second outside the record established by Boxing Eve last year but the last quarter was much too slow.

2.—Nallah Plate: Five Furlongs.—For China Ponies. Weight for inches as per scale. Jockey allowance. Entrance Fee \$5. 1st Prize: \$100. 2nd Prize: \$50. 3rd Prize: \$100. Eve's Boxing Eve 158 lbs. ... (Mr. R. H. Charles) 1
Ho Kom-tong's Majestic Hall 155 lbs. ... (Mr. A. J. P. Heard) 2
Dynasty's King's Counsel 158 lbs. ... (Mr. G. U. da Roza) 2
Eve's Misty Eve 158 lbs. ... (Mr. F. Lobel) 0

3/4 length, many long. Time: 1 min. 12.5/5 secs. Pari-mutuel, winner \$6.80; places, 1st \$5.20; 2nd \$5.30.

Boxing Eve 1,238 486
Majestic Hall 421 401
King's Counsel 60 101
Misty Eve 34 53

Boxing Eve and Majestic Hall had a glorious duel. By virtue of being the fastest pony of the mark, Boxing Eve was made an odd on favourite. After several false starts, Mr. Charles succeeded for the umpteenth time in being first away on Boxing Eve.

Mr. da Roza was close up on King's Counsel, but Mr. Heard had 2 1/4 lengths arrears.

From the outset Majestic Hall strove valiantly to reduce the deficit, gaining inch by inch. King's Counsel had kept Boxing Eve company for half the distance and then gave up.

Into the straight, Boxing Eve led by a length. At the distance post Mr. Heard pulled out from the rails and got almost on terms. At the mile post he asked his mount for a tremendous effort. Then Mr. Charles applied the whip and Boxing Eve stuck on in front to win by less than a length, being carried past the winning post to the accompaniment of his jockey's rather unique mirth.

King's Counsel was "nowhere" and Misty Eve was "lost" shortly after the flag fell.

Boxing Eve failed by 2/5 second to equal the record put up as long ago as 1916 by the late Sir Paul Chater's Coronet Dahlia. Had he beaten the 1.12.1/5 which has withstood the challenge of over 13 years, Boxing Eve would have three records to his credit.

3.—December Handicap: "D" Class: Seven Furlongs.—For China Ponies. Entrance Fee \$5. 1st Prize: \$400. 2nd Prize: \$150. 3rd Prize: \$100. Yam Man's Fifty Fifty 150 lbs. ... (Mr. G. U. da Roza) 1
K. H. Kay's Tarmacadam 150 lbs. ... (Mr. F. M. L. Soares) 2
Bennett & Cave's San Francisco 150 lbs. ... (Mr. D. A. Cave) 3
Wong Ping-shun's Thunderbolt 150 lbs. ... (Mr. G. A. Harriman) 4
Ho Kom-tong's Campbell 155 lbs. ... (Mr. A. E. Arnold) 0
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Mrs. K. E. Bell's Cream Cracker 152 lbs. ... (Mr. A. J. P. Heard) 0
J. C. Macgown's Huntington 158 lbs. ... (Mr. E. McCartney) 0
Mrs. Pearce's Picky 149 lbs. ... (Mr. T. O. Bullock) 0

1/2 length, 6 lengths. Time: 1 min. 43.2/5 secs. Pari-mutuel, winner \$18.00; places, 1st \$8.00; 2nd \$11.00; 3rd \$20.30.

Fifty Fifty 1,456 2,405
Campbell 221 258
Cream Cracker 216 435
Tarmacadam 171 233
City Hall 143 194
Thunderbolt 115 177
San Francisco 39 105
Huntington 24 57
Picky 15 48

Although several of the field of nine were bolstered the start was altogether fair, even if one or two lost a few lengths. Huntington was in the thick of the fight but failed. Tarmacadam then made the pace until the top of the straight.

Mr. da Roza had kept Fifty Fifty lying handy. At the two miles post he took the lead. He never shook Tarmacadam off, but looked a winner all the way. For a favourite the dividend was excellent.

San Francisco had failed to get into the vanguard at the beginning but was trying hard with three furlongs to go. From that stage he neither improved nor went back and ran on into third place.

Thunderbolt had a run at the end but was out of it. Mr. Heard pulled Cream Cracker up when he realised the futility of trying. Campbell absolutely refused to gallop at the end. City Hall was done after half way. Behind these three were the rear guard, Picky and Huntington.

The finish was tame but the race was interesting.

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Belth & Seth's Christmas Chimes 158 lbs. ... (Mr. A. J. P. Heard) 2
Yam Man's One Third 158 lbs. ... (Mr. G. U. da Roza) 3

3 lengths, 5 lengths. Time: 2 mins. 37.4/5 secs. Pari-mutuel, winner \$20.80; place, 1st \$22.10.

Christmas Chimes 924 251
One Third 495 125
Chesapeake Bay 391 96

The waiting game paid ... and (was it?) once for all. Chesapeake Bay retrieved his lost prestige, thanks to Mr. Harriman riding with sound judgment. But what would have happened had, say, Majestic Hall been started here? Or had Illawatha been saddled?

Anyway it was an exceptionally fine race even if there were only three acceptors. One Third took two lengths at the start and Mr. Heard immediately set out to make his pace. Try as Mr. da Roza did he even applied the whip after a quarter of a mile, but he could never get ahead. Approaching the Black Rock, Mr. Heard went ahead again; but Chesapeake Bay had been creeping up all the time.

Into the straight Chesapeake Bay drew up on the outside and had won before passing the public stand! At this very moment, One Third faltered, leaving Christmas Chimes (on the rails) to hunt the winner home.

It was a popular victory for Chesapeake Bay has had no luck of late and he was the outsider of the race.

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Ching Hol and Pumpkin dead-heated for third money. Kum On and Ploughman was very close up. So was Cavalier on the outside.

Mr. Charles had made the pace at the outset, followed by Sunloch. Working gradually up, Mr. Sewell had a clear lead at the entrance into the straight but the field changed positions so rapidly that it was impossible to follow them.

Mr. Heard rode brilliantly to bring Duke of Normandy II out and up with an impost of 170 lbs.

An objection was lodged by Mr. Sewell against Mr. da Roza for bumping and crossing in the straight. The Stewards disallowed it.

6.—Hong Kong Autumn Subscription: Griffin's Champions: One and a Quarter Miles.—For China Ponies. Weight for inches as per scale. Entrance Fee \$10. 1st Prize: \$500. 2nd Prize: \$300. 3rd Prize: \$150.

Tester & Abraham's The Apo 155 lbs. ... (Mr. G. A. Harriman) 1
Dynasty's King's Falloch 158 lbs. ... (Mr. T. O. Bullock) 2
John Peel's Nookhall 162 lbs. ... (Mr. A. J. P. Heard) 3
Lau & Lee's Duke of Milan 158 lbs. ... (Mr. G. U. da Roza) 0
A length, 5 lengths. Time: 2 mins. 40.3/5 secs. Pari-mutuel, winner \$16.80; places, 1st \$9.70; 2nd \$9.80.

Nookhall 880 729
The Apo 589 469
King's Falloch 498 348
Duke of Milan 104 119

Mr. Harriman was in his element—the waiting one—again and thus brought off a Champions double, something unique in the history of local flat racing. Prior to the race, he had the unusual experience of seeing his mount run away with him.

The start, thus delayed, was all that could be desired. Mr. Roza made the pace for once round on Duke of Milan and then pulled up. Nookhall was then 1/2 length in front of King's Falloch. These two fought round the last bend, with The Apo creeping up on them.

Just after the distance post, King's Falloch answered out. Mr. Harriman had the opening he desired. Before the mile post, he was through and was winning. Mr. Bullock came with a fine challenge which did not come off. Nookhall, the favourite, was badly beaten.

7.—December Handicap: "C" Class: Seven Furlongs.—For China Ponies. Entrance Fee \$5. 1st Prize: \$400. 2nd Prize: \$150. 3rd Prize: \$100. Mrs. R. M. Austin's Army 165 lbs. ... (Mr. T. O. Bullock) 1
F. Lobel's Sunshine 152 lbs. ... (Mr. G. A. Harriman) 2
Seth's Erasthille 157 lbs. ... (Mr. R. H. Charles) 3
Dyer & Belth's Loch Etive 159 lbs. ... (Mr. A. J. P. Heard) 4
Lt. Col. C. H. Little's Bright Prospect 143 lbs. ... (A. B. S. Clarke) 0
W. G. Fischer's Chama 140 lbs. ... (owner) 0
A. E. McCartney's Fanning Stag 150 lbs. ... (owner) 0
Ip & Mo's Inca 143 lbs. ... (Mr. A. E. Arnold) 0
D. A. Cave's Movanghagh 145 lbs. ... (owner) 0
C. M. Leitao's Wuchang 151 lbs. ... (Mr. Ip Kuy-ying) 0
C. M. Leitao's Zircon II 147 lbs. ... (Mr. G. U. da Roza) 0
1 1/2 lengths, 2 lengths. Time: 1 min. 52 secs. Pari-mutuel, winner \$70.30; places, 1st \$18.50; 2nd \$9.30; 3rd \$9.70.

Winning Places
Loch Etive 619 618
Sunshine 356 471
Erasthille 268 429
Zircon II 224 278
Army 114 162
Inca 59 163
Bright Prospect 50 198
Fanning Stag 32 68
Movanghagh 28 81
Chama 19 62
Wu Chang 13 36

Going to the forefront after being well up at the Rock, Mr. Bullock had a fairly easy victory on the top-weight—an outsider.

Erasthille showed up prominently at the last 1/4 mile post but was a moderate fourth. Mr. Heard on the favourite (Loch Etive) passed several opponents in the straight but could not get a clear run at the critical moment. He was partially shut in at the mile post and failed to catch Erasthille.

Sunshine did well rounding the last bend. At one stage it looked as if Mr. Harriman would give Army a good fight but the challenger failed to stay at the end.

Behind Loch Etive were Bright Prospect, Movanghagh and Inca—all close together.

8.—Extra Meetings: Consolation: One Mile.—For China Ponies. Weight for inches as per scale. Entrance Fee \$5. 1st Prize: \$50. 2nd Prize: \$25. 3rd Prize: \$10.

Blakes: One Mile.—For China Ponies. Weight for inches as per scale. Entrance Fee \$5. 1st Prize: \$50. 2nd Prize: \$25. 3rd Prize: \$10.

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H.K. YACHTING

The Challenge Cup Race

SOME GOOD FINISHES

The Challenge Cup Champion-ship race for racing yachts was sailed yesterday afternoon over a course of 8.9 miles, from Lyemuh Doacon (P), to Kowloon Rocks (P), Quarry Bay Mark (P), and Channel Rocks (P).

There were some good entries for the three classes, all vessels finishing the course set.

The Times

The finished and corrected times are given below:—

"H" Class (Dennison Cup)

The start was made at 2.25 p.m.

Finishing Corrected

Rolla (4) 4.11.33 4.11.33

Le Linda (3) 4.10.11 4.09.20.5

Diana (5) 4.14.11 4.14.13

Colleen (1) 4.14.30 4.08.34

Dorotha (2) 4.15.22 4.08.41.5

"G" Class (Warren Memorial Cup)

(Started 2.30 p.m.)

Finishing Corrected

Gael (1) 4.39.39 4.38.10

Wendy (2) 4.45.45 4.45.45

"Y" Class (Bellis Cup)

(Started 2.35 p.m.)

Finishing Corrected

Why Wonder (5) 4.35.24 4.32.2

Wing (3) 4.39.53 4.39.53

Bluegoss (1) 4.30.47 4.30.47

Boojum (2) 4.38.47.5 4.38.47.5

COUPLE SHOT DEAD.

Dramatic Story By Taxi-Driver

HEARD SHOTS IN CAB

Lovely Frenchwoman & Chef To Prince's Equerry

A Frenchwoman, whose identity is at present a mystery, and a French chef named Louis Ernest Joubert, were found shot dead in a taxicab at Sunningdale on October 3.

In the woman's hand was a revolver. She had among her belongings a passport bearing the name Claire Trounremant and a Paris address.

The taxi-driver told a dramatic story of the tragedy, describing graphically how he found the couple dead in the cab and his eerie journey with the dead bodies through the night to the police station.

REVOLVER IN WOMAN'S HAND

Those who saw the woman during the few minutes she was alive in Sunningdale say that she was a beautiful woman with dark hair and eyes. She was well dressed.

Joubert had been employed as chef at Sunning House since January. He was about thirty years of age and came from Paris. The woman appeared to be a year or two younger.

Both had died almost instantaneously from bullet wounds in the head.

The whole drama occupied just half an hour. At 10.40 the train reached Sunningdale Station. It was about 11.10 when the taxi driver arrived at the police station with the dead couple.

Bloodstains in Taxi

A special correspondent of the Press Association telephoned the following from Sunningdale:—Like a page from a Grand Guignol drama the story of the midnight shooting in a country lane of a mysterious Frenchwoman and her man companion was told to me by the man who drove the couple on their last journey.

The driver is Mr. Harry Brixton, of Sunningdale, a young man employed at a local garage.

As he related his vivid story of the night tragedy, he stood by the car in which death had come to the ill-fated couple, and pointed out bloodstains and the holes made in the roof of the car by revolver shots.

"I met the woman in the case," he began, "off the 10.46 train at night from Waterloo. She was a very striking woman, beautifully dressed in a long coat with white fur collar and cuffs.

"She spoke to me excitedly in French, which I do not understand, and then handed me a piece of paper, on which was written 'Sunning House,' and I gathered that she wanted to be driven there."

"She jumped into my car, and I drove her to the front door of the house and rang the bell for her."

Surprised and Annoyed

"The butler answered, and at once my passenger began speaking to him rapidly in French. The butler was able to speak in her language, and, after a conversation, she walked into the hall."

"The butler went away while we waited, and soon the chef of the house, M. Joubert, came down in his pyjamas. He seemed surprised and rather annoyed when he saw the woman, who began talking to him in an excited manner."

"After a few minutes he turned to me and asked if I would drive around to the back of the house as quietly as I could and wait for them."

"I left him with the woman and went around to the back. Ten minutes later they came out. M. Joubert had dressed himself, and the girl had taken off her hat, disclosing jet black hair."

"The man asked me to drive them around for a time and they both entered the car. They sat side-by-side, and I noticed M. Joubert leaning back with a fixed look on his face. The woman was inclined towards him and seemed to be appealing to him."

Smell of Powder

"After we had driven a short distance the man asked me if I could drive them to London at once. I said that I could, but that I would have to get filled up with petrol."

"The couple gabbled together, and then the man said that I was to drive them to the garage to get the petrol."

"I turned my car and set off. I had gone only a short distance when I heard several rapid reports. I thought at first that M. Joubert was tapping the window

with something metallic, and I did not stop."

"Then I smelt powder and became alarmed. I pulled up and opened the door of the car. Then I saw what sent a shudder of horror through me."

"There, sitting bolt upright, his eyes glassy and fixed, was the Frenchman. He was dead."

"Blood from a wound in the temple trickled down his cheek, and by his side, leaning towards him, was the girl. A tiny revolver was clasped in her left hand. His head hung on one side, and an ugly wound showed at the side of her temple."

Holes in Car's Roof

"As I switched on the light, her lips moved, but I think she was dead. Although I had not realised that the reports I heard were shots, I saw at once that there had been shooting, because several holes had appeared in the roof of the car. One of them was less than a foot away from my seat."

"I rushed to the railway station and shouted, 'There is murder in my cab.' The signalman came out, and together we hurried back to the car, but for a moment we did not know what to do."

"Then we decided to drive the car with the two dead bodies in it to Bagshot Police Station."

"It was an eerie journey. As the light from my headlights was reflected, I could see the fixed face of the dead Frenchman, who was sitting bolt upright in the back of the car, the vibration of which sent the woman forward, and when we arrived at the station she was on her knees before M. Joubert."

Dead Man's Photograph

"Mr. Brixton said the woman's handbag contained a number of Treasury notes and a photograph of M. Joubert."

"She seemed to be appealing to him," he went on, "during their short ill-fated drive. I did not hear their conversation, but she seemed to be doing all the talking."

"M. Joubert," continued Mr. Brixton, "was well known and popular in Sunningdale. A few months ago he was visited by a French lady, who he said was his wife. She was a very charming woman, speaking no English, and I drove the couple about a good deal during the month she stayed at Sunningdale."

Inquiries made by a Press Association reporter show that the woman arrived at Victoria on October 3 by the afternoon boat train and later went to Waterloo Station where she caught the 9.40 train for Sunningdale.

M. Joubert was employed by Captain Mackintosh, who is an equerry to the Prince of Wales.

RADIO
TO-DAY'S
PROGRAMME

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on 350 metres:—

11.00.—Morning Service relayed from Union Church.

10.55 a.m.—Voluntary.

11.00 a.m.—Hymn, "Holy, Holy, Lord God Almighty."

Prayer.

Lord's Prayer.

Psalm, "Be merciful to me, O God."

Lesson.

Children's address.

Children's Hymn, "Hushed was the evening hymn."

Voluntary.

Silent prayer.

Hymn, "Nearer, My God, to Thee."

Address, Rev. F. C. Young.

Hymn, "God is Love."

Benediction.

Voluntary.

Organist, Mr. G. Longyear.

At conclusion of Church Service a Chinese Gramophone Programme until 1 p.m.

1.48 p.m.—Weather Report.

7.48 p.m.—Weather Report.

9.00 p.m.—Programme of Columbia Records by courtesy of Messrs. Anderson.

"This Year of Grace—Selection Part 1 and 2" (Coward)

The London Pavilion Orchestra.

"All suddenly the Wind comes soft" (Brooke & Burr)

"Do you know my garden?" (P. Henry & Haydn Wood)

Hubert Elsdell with Piano.

"Mignon"—Introduction at Romance

"Mignon"—Polonaise

(A. Thomas, arr. Robertson)

J. H. Squire Celeste Octet.

"In Springtime" (Shakespeare and Newton)

"At Love's Beginning" (Campbell and Lehmann)

Dora Labbette & Norman Allin.

"Peer Gynt Suite No. 2"—Part 1, 2, 3, and 4, (Grieg—Op. 60)

New Queen's Hall Light Orch.

"Meet me by Moonlight" (arr. J. Hallen)

"I know of two bright eyes" (G. H. Chislean)

Hubert Elsdell, Heddle Nash, Dennis Noble & Norman Allin.

"The gathering of the Clans" Scottish Patrol, Part 1 and 2" (A. Williams)

The Regimental Band of H.M. Grenadier Guards.

"On Wings of Song" (Mendelssohn—arr. Sear)

"Ave Maria" (Bach Gounod, arr. Sear)

J. H. Squire Celeste Octet.

"Pierrot at the Dance" (Lockten and Drummond)

"A song of Long Ago" (D. Furber and A. E. Adams)

Master Trover Schofield.

"Killarney" (Balfie arr. Sear)

"Come into the Garden, Maud" (Balfie, arr. Sear)

J. H. Squire Celeste Octet.

"The Three Cornered Hat" (de Falla)

Madrid Symphony Orchestra.

10.30 p.m.—Close Down.

LOOKING FOR TRADE

A Norwegian Expedition To Siberia

This year's Kara Sea expedition, which has for its aim the development of direct trade between Siberia and Europe, has returned to Norway after a more than usually successful journey. Twenty-six ships took part with out any mishaps. The chief part of the cargoes brought back consisted of Siberian timber, furs, and skins.

On arrival in Siberia the ships were allotted certain districts, including coastal and inland villages, and as the land is not too well mapped, aeroplanes were used for directing barges to the most remote places. The expedition established its headquarters at a small place called Star, 450 miles up the River Ob, where during the stay of the expedition a thousand Russians were kept busy with sawing of timber. The expedition's ships were all loaded with West European goods, and everywhere the inhabitants heartily received the visitors and eagerly bartered their native products.

This year's expedition is the biggest of its kind yet undertaken, but after its marked success the number of ships will be doubled next summer.

LAST WEEK'S SOLUTION.

CAMEL RIDE NEWS GRA AMANDA EASIER WILKES SNUKE 5 LEER BUD ETTA ADAM L A YER G HAMLET'S R ALP MET ALAN R LIVED BRO E ELATED SATRAP NAT REMIT IDA APERY PHENOL

TURKEY & BRITAIN
Hopes From The Naval Visit

The arrival of Admiral Sir Frederick Field at Constantinople at the head of a British squadron composed of the "Queen Elizabeth," the aircraft carrier "Courageous," and two destroyers is, in many quarters, regarded as a very significant event. Admiral Field, accompanied by his Chief of Staff, the British Ambassador, Sir George Clark and several high officials of the Embassy, were received by Kemal Pasha. The reception given to the British officers was magnificent and cordial, and there is a general satisfaction at seeing Anglo-Turkish relations on a friendly footing.

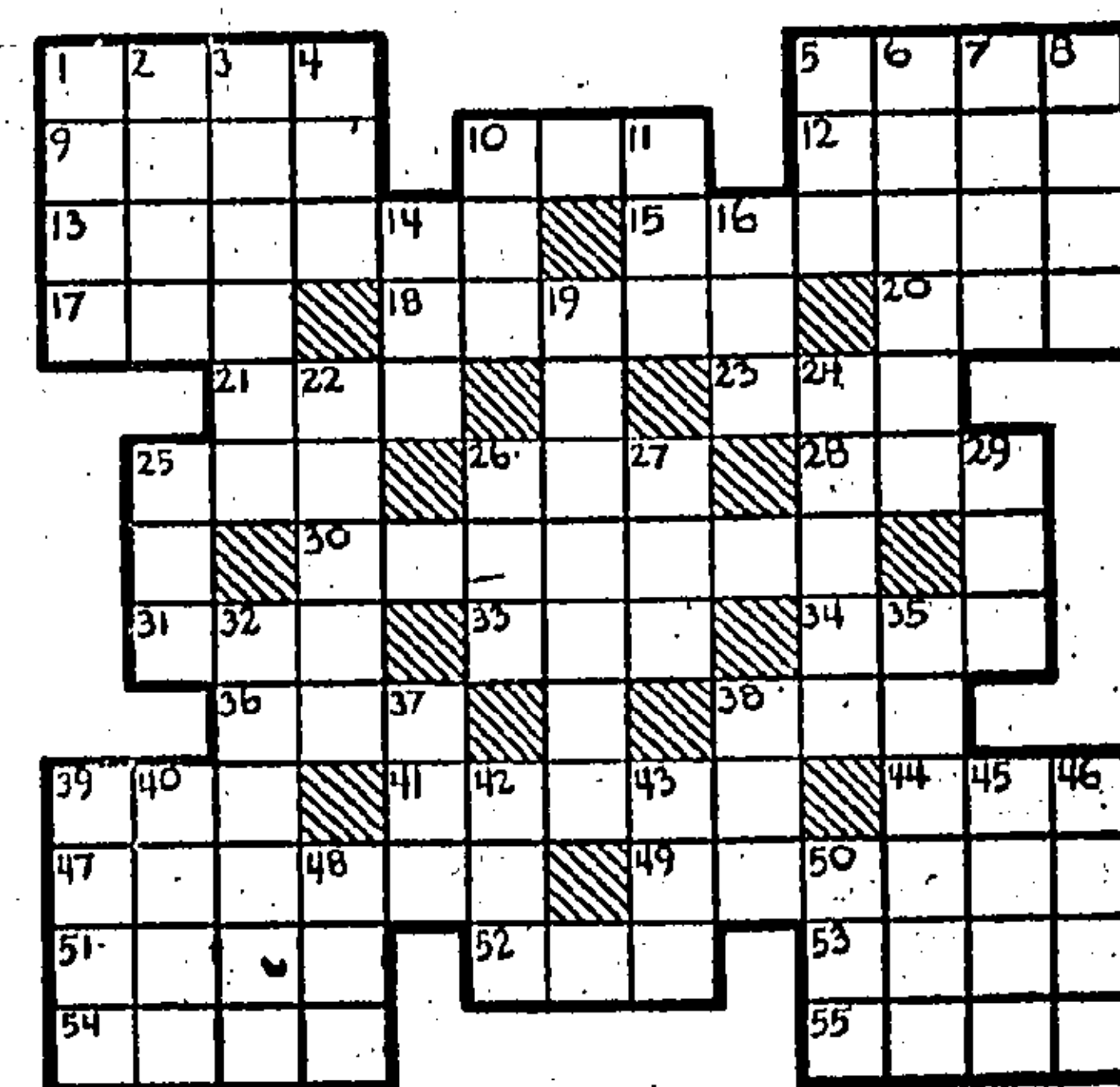
The realisation is strong here that being for Europe instead of against it will help Turkey considerably in taking her place in Western civilisation. Having to a certain extent, to choose between the friendship of Great Britain and that of Russia, she cannot escape the conclusion that Russian friendship has not borne the hoped-for results. It is expected that a better understanding with Great Britain will help to bridge the gulf between Turkey and Greece.

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements set up in this style and inserted in "The Hong Kong Sunday Herald" are speedy and effective in procuring results. Rate 50 cts. for 10 words for one insertion. Bring yours in to 8A, Wyndham Street or Phone C. 4641.

OUR CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



HORIZONTAL

1—Adriatic
6—Acta (Latin)
9—A medical plant.
10—A vase
12—Seventh King of Israel
13—A famous Scottish comedian
15—One of the continents
17—An eagle
18—A metric measure of capacity
20—A revolutionist
21—Boy's name (short)
23—Greek long E
25—Norse god of war
26—Prairie, before
28—A cloth measure
30—A republic on the E. shore of the Black Sea
31—A waterlily
32—To work hard and steadily (slang)
34—To discover
35—Single

HORIZONTAL (Cont.)

36—To understand
41—Nothing
43—A garden (poet)
44—An ending of nouns
47—Supposed burial place of King Arthur
49—A cluster of stars in Taurus
51—A horse's long neck
52—To invite
53—To pass away
54—To appertain
55—Purpose

VERTICAL

1—Racial
2—Parting to a wife
3—A division of a state
4—To spread for drying
5—A Swiss river
6—Parting to a chair
7—A narrow strip of woven fabric
8—In bed
10—A canton of Switzerland

VERTICAL (Cont.)

11—Born
14—A shade tree
16—An ending of nouns
18—A rattling dog
22—A musical wind instrument
24—To harass in a petty way
25—It is (conty)
26—A seed-case
27—To invite
28—A song
29—A republic of N. Central Europe
30—A river of S. Carolina
37—Self
38—Oey
39—To nominate
40—Name of several Russian Czars
42—Conjunction
43—Article
44—A network
46—A river in N. W. Belgium
48—The (French pl.)
50—Ambassador (Latin)

HOUSEHOLD COAL

We have now made arrangements to deliver Household Coal on the following terms, and would emphasise that full weight at destination is guaranteed.

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Mid-Levels . . . 20.00 per ton
Central District . . . 19.00 per ton

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(For Kitchen Use).

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Mid-Levels . . . 18.50 per ton
Central District . . . 17.50 per ton

TERMS: Cash with order. MINIMUM QUANTITY: One ton.
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few of the beautiful
articles which make
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A Novel of the Chinese Revolution dealing with the
reign of Borodin in Canton

THE CONQUERORS.

by ANDRE MALRAUX Translated by W. S. WHALE

Canton, holed of politicians and bandit-soldiers,
furnishes the stage; the two central figures, two inter-
nationally known professional revolutionaries, are Garine,
half-Swiss, half-Russian, and Borodin, Latvian Jew.

Expert at their dangerous and adventurous job, they have
a curious lot of men to handle. Terrorists, Kuomintang
patriots, old Chinese, coolies. The story of these
two agents, observed at first hand, has more of the feel
of the Chinese revolution, as it develops among rank
and file and leaders, than any of the books recording facts
only.

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the annoying details of purchasing tickets, reserving
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(Annual subscription, excluding postage abroad, H.K.\$5.50, payable
in advance)

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Ltd., 36-38, Southampton St., Strand, London W.C.2.

HONG KONG, SUNDAY, DECEMBER 8, 1929.

Petty Ways Of Petty Departments

QUOTH one of the ancient sages of China: "Time is long, but the
hustlers are always rushing; the universe is wide, but the
narrow-minded are always cramped." In like measure may we ac-
count for the hustlers in Government Departments who hustle at the
wrong time. Thus may we explain away the crampedness of the
narrow-minded Government officials in their relations with the
public by whom they are paid their monthly salaries to perform the
work required of every Government Department. Place a meta-
phorical chain around an official's neck and instantly and for ever
after he vests himself with supreme authority, accountable to none
but himself. It would be rank heresy to suggest that he is not the
master but the paid servant of the people but for whom his office
would not exist. "Government of the people, by the people, for the
people" may sound, he asserts, beautiful in theory, but ridiculous
and absurd in a benevolent autocracy such as is the fate of the Crown
Colonies.

The majority of thinking people, of course, know better. They
pay the piper, and they naturally desire to have some say in choosing
the tune. They can appraise the pettiness of the Government at its
true value—or lack of value. They are free to show silent contempt
at efforts at administration that would be undreamt of in the midst
of a pagan tribe where the community spirit is something more than
an impractical ideal. The pettier the ways of a modern Government
in a civilised Crown Colony the more can the citizens of every na-
tionality despise and pity it, or if driven by sheer irritability, to com-
bat petty methods of administration with equally petty weapons that
may send a billet sooner than those forged with fine steel.

In the multitude of Government officials there is pettiness at
times—not the pettiness akin to those "trifles that make up perfec-
tion," according to Michelangelo, but the pettiness that savours of
sheer cussedness in endeavouring to demonstrate "Authority" to the
hapless individual who makes up the community. Thus cometh it
to pass that we have received the following precious billet doux
from the Postmaster-General:—

Sir,—It is observed that advertisements for the sale of wireless
apparatus frequently appear in the columns of your paper.
Under Paragraph 3 of the Wireless Telegraphy Regulations of the
Wireless Telegraphy Ordinance, 1913, amended by the Governor-in-
Council on 10th July, 1926, "No person shall sell, hire, or otherwise dis-
pose of any wireless telegraph apparatus or apparatus for use in wireless
telegraphy in this Colony, unless such person is the holder of a current
dealer's licence, or is a licensed auctioneer and the holder of a current
letter of exemption granted by the licensing authority."

In order to ensure compliance with the Regulations I shall be glad
if you will only accept advertisements for the sale of wireless apparatus
from those persons who are holders of current dealer's licences, or letters
of exemption, and that in all cases the licence or letter of exemption
must be produced before the advertisement is accepted.

If this procedure is not petty then we do not know the meaning
of the word. This newspaper is asked to be an inspector for the
Postmaster-General to ensure that the wireless regulations are car-
ried out by all who seek to use our advertisement columns. It is
surely the business of the Postmaster-General to appoint his own
inspectors instead of demanding newspapers to perform the duty
without fee or reward. The newspapers have their own business to
conduct without doing other people's work. But this is only one
sample of the pettifoggish ways of Government Departments. There
are numerous others which we may deal with seriatim in this
column in due course. These embrace:—

- Unfair distribution of licensed newspaper sellers.
- Routier's news telegrams.
- The utter lack of courtesy in Government Departments to
applications or communications.
- The arbitrary conditions of radio dealers' licences.
- British chassis for cars for the Public Services to the
exclusion of American chassis.
- The attitude of the Harbour Office to the Press.

The attitude of the authorities in regard to each and all of these
six items is such as to recall the words of the Chinese sage that
"the narrow minded are always cramped."—that Officialdom has
sunk into a morass of pettiness from which it appears well nigh
hopeless to extricate it. With so many examples of pettiness and
cussedness before us, it seems futile—if not hypocritical—to seek
to rouse the slights of eloquence in describing the administration of
this Colony as the model, the excellence, for every Crown Colony
within the wide ambit of the British Empire. If a spade must be
called a spade Government Departments here must be indeed worth-
less old tools quite unworthy of the traditions of British rule. Pity
'em, 'em true!

LORD HAILSHAM

The Rt. Hon. Viscount
Hailsham, who was Lord Chan-
cellor in the last Conservative
Government, and was a guest of
Mr. B. D. F. Both (the Jardine
 taipan) during his brief stay in
Hong Kong while returning home
after serving as head of the Brit-
ish delegation to the 1929 Pan-
Pacific Conference, had a Chinese
client shortly after he took silk in
1917.

This was Mr. Li Hong-mi, a
British subject, who was for
years interpreter in the Supreme
Court and then interpreter in
local solicitors' offices. Under a
Deportation Ordinance, which is
retrospective in some of its
aspects (is still in existence and
lays down that Britons can be de-
ported in certain circumstances),
the Government took action
against Li Hong-mi on the ground
of alleged champerty, etc.

After the deportation order
was made by the Governor-in-
Council, Li Hong-mi started an
action against the Attorney-
General (Sir Joseph Kemp), the
Secretary for Chinese Affairs
(Mr. E. R. Hallifax) and the then
Captain Superintendent of Police
and Superintendent of Prisons
(Mr. C. McI. Messer).

Judgment was given by the
Full Court (Sir William Rees-
Davies and Mr. Justice, now Sir
Henry Gompertz) in favour of
the officials. Sir Henry Pollock
and Mr. C. G. Alabaster were
counsel for plaintiff. On the Gov-
ernment side were Sir Joseph
Kemp and the late Mr. E. H.
Sharp.

Leave was given to appeal to
the Judicial Committee of the
Privy Council. Through Messrs
Wilkinson & Grist, Mr. Douglas
Hogg, K.C. (as Lord Hailsham,
was then) was retained to lead
for Li Hong-mi, with Sir Albin
Richardson as junior. Writing
from memory, it is recalled that
Mr. Upjohn, K.C., and Mr. Given
were for respondents.

Anyhow the learned Lords
reversed the Hong Kong decision
so that Li Hong-mi was free to
live in Hong Kong until he died
at a ripe old age a few years ago.
He never liked to talk about his
case but he always had a word of
gratitude when he mentioned Mr.
Hogg. When the latter became
Attorney-General and met with
further success, Li Hong-mi
would invariably point to the
locally published news item and
say "That's the man whom I en-
gaged to conduct my case in the
Privy Council."

DOUGLAS FAIRBANKS

Some of the Chinese flappers
who swarmed around Douglas
Fairbanks prior to his departure
from Hong Kong missed an oppor-
tunity of seeing this wonderful
screen favourite on Thursday
night. In company with his wife,
Mary Pickford, and several local
friends, "Doug" paid a visit to
the Ko Shing Theatre, Queen's
Road West, to obtain an insight

HONG KONG FAIRY STORIES

Landlords are unanimously
agreed that rents are too high.

"Chopped" Hong Kong silver
dollars are quite easily circulated.

The Governor-elect has already
booked his passage for Hong
Kong.

Every punter came away from
the races yesterday perfectly
happy.

House building operations are
forbidden after 9 p.m. all over the
Colony.

Press invitations to attend the
Radio Exhibition were sent to all
the newspapers.

The Samon Dancers have ac-
cepted one year's engagement at
the Naval Theatre, Wanchai.

Headquarters Command issued
only one official invitation to the
Press to witness the two days'
"batta."

Mary Pickford showed con-
siderable emotion at the public
reception given in her honour by
local cinema fans.

The C.S.P. has prohibited any
betting book being opened in con-
nection with the "probables" for
the impending vacancy in the
Governorship.

The new Station contemplated
on the Kowloon-Canton Railway
in order to connect with the
Underground to Kwai Tung
course is to be named "Bakerloo."

The mosquitoes got down the
chimney of the Hunter's Arms
during the absence of the occu-
pants and turned on the electric
light by nuzzling on the switch.
The windows were closed, and
when the troops came home they
found the room full of gas and
the mosquitoes almost suffocated.

into the working of a real Chinese
theatre.

The visitors were duly impress-
ed. They made favourable com-
parisons with what they had seen
in the so-called Cantonese shows
in the byways of Chinatown of
San Francisco or Los Angeles.
The expressiveness of even the
smallest gesture (for there is
much of the make-believe in the
Chinese theatre) was highly
praised.

After a while, "Doug" was in-
vited backstage, where he had a
chat with Mr. Ma Shee-tsang, one
of the highest paid of Chinese
actors and the male lead of the
Kwok Fung troupe. "Doug" ad-
mired the gorgeously embrod-
ered costumes and elaborate ac-
tressment but, unfortunately,
Mr. Ma speaks very little English.
Mr. Lam Kwan-shan, who is prin-
cipal light comedian of the troupe,
was next introduced; he taught
English at Ellis Kadoorie School,
Hong Kong, and was a Scout-
master here for several years be-
fore taking up the stage as his
profession.

In the course of an enlightening
conversation, "Doug" surprised
his small audience by insisting
that he and his wife had to re-
turn almost immediately to
America "to get back to work."

In a year or so, "Doug" said, he
would return to China to make a
picture with real Chinese at-
mosphere and background.
The chat then drifted to "The
Thief of Bagdad" and other of
"Doug's" masterpieces, the plots
of which have been "filched" by
Cantonese playwrights. Mr. Ma
showed the visitor his robes and
make-up for the Chinese hero of
"The Thief of Bagdad," in which
role he had been eminently suc-
cessful.

"Doug" was duly impressed.
Then, noticing a very charming
young lady, he bowed in the ap-
proved Chinese manner. The
"leading lady" was presented,
and "Doug" was told that "she"
was a man. For the benefit of the
foreigner who does not know, it
should be stated that there are
no mixed Chinese companies in
Hong Kong. The troupes must
be of one sex; hence, in the one
referred to, all the female parts
are taken by men.

TAIPO TOPICS

[From the United Press Staff
Correspondent at the Front.]

Minute from Managing Director
to Secretary of Anopholes Matern-
ity Home: "Say Steve, can't we come
to some understanding to prevent
the Sanitary Board and those ma-
riologists from coming to an
understanding about us."

At Home the various game pre-
serves are known as Grouse moors,
partridge manors; and pheasant
coverts. A prize consisting of a
spanner is offered for the best term
applicable to the place where mos-
quitoes are preserved.

Thousands of mosquitoes invaded
the City Hall at Taiipo, where the
Health Congress was in session, and
made so much noise by their buzz-
ing that the meeting had to be
stopped. Flying over the heads of
the audience, the mosquitoes could
not be driven from the building
until a number had been killed by
shying Irish Connotti at them when
the others beat it. The Burgo-
master, however, managed to let off
a little steam and added his support
on behalf of the delegation from
the adjoining villages, and held that
inter-imperial co-operation should
be extended more and more, not
only in trade and migration of mos-
quitoes but in all aspects of life
including sloshing up an odd mos-
quito or two. The congressman
from Castle Peak, in acknow-
ledging thanks, said that he hoped
to follow, carefully the views ex-
pressed at the Congress, with a de-
sire that excellent results might
follow for the benefit of humanity.

FOR OUR POOR

Donations To St. Vincent de Paul Fete

The Society of St. Vincent de
Paul acknowledge with grateful
thanks the following further dona-
tions to the fund of to-day's Fete
in aid of Hong Kong's Poor:
Mr. Ma Chui Chiu \$10
Messrs. Gande Price & Co., Ltd. 25
Anonymous 15
A. Rollin Esq. 20
Dr. S. Ho Asjoo 20

PERSONALITIES OF THE WEEK

His Majesty's Recovery

The King looked remarkably
well on his arrival in London on
November 4. There was a healthy
reddish-brown colour in his face,
very different from the yellowish
tinge noticed at the Thanksgiving
Service in Westminster Abbey in
July.

It was obvious then that re-
covery was far from complete,
and this was borne out next day
by the ominous news about the
postponement of the visit to
Sandringham, when some of the
servants with the Royal luggage
were actually at the railway sta-
tion.

The King's dark overcoat had
a velvet collar. This is quite
likely to bring to the front again
a fashion that has been dormant
for many years.

Prince Henry's Regiment

The 10th Hussars, to which
Prince Henry is to return to per-
form the ordinary duties of a re-
gimental officer—he has never
claimed or enjoyed special priv-
ileges of any kind—have always
been delighted to have his Royal
Highness among them.

The first reason is that he is
much liked by all ranks. But
there is also a feeling that it is
the presence of the Prince that
has saved them from losing their
beloved horses. That fate over-
took the 11th Hussars, who are
now mechanised.

The regiment on which the
famous Lord Cardigan, of the
Charge of the Light Brigade,
laid so much care and money
retain on special occasions their
reddish-pink "overall" (the only
colours rouges in the British
Army); but their concern is with
the engines and gadgets of
armoured cars and not with
charges or chargers.

Baronet's Accident

Sir Arthur de Capell-Brooke, at
whose residence, the Woodland,
Pytchley, met on November 4,
was thrown during the hunt and
had his shoulder dislocated.

Manchester Regiment

Major E. L. Musson, D.S.O.,
M.C., has been selected for the
command of the 2nd Battalion
The Manchester Regiment, vice
Lieut.-Colonel J. R. Helli, M.C.

Lincoln's Inn

Mr. Gavin Turnbull Simonds,
K.C., has been elected a Bencher
of the Honourable Society of Lin-
coln's Inn in the place of his
honour Henry Yorke Stanger,
K.C., deceased.

Lady Carisbrooke

The Marchioness of Carisbrooke
had a tea party on November 4
at the May Fair Hotel, at which
many well-known people were
present. After tea Miss Olga
Nethersole, on behalf of Lady
Carisbrooke, who had a bad cold,
told the guests how hard the
hostess had worked for the suc-
cess of the Joy of Life Ball and
Pageant, to be held in the Royal
Opera House, Covent Garden, on
December 12 for the People's
League of Health. Lady Caris-
brooke received the guests, and
was wearing a black broadtail
coat, with a deep kolinsky collar
and cuffs, and a small black felt
hat with a diamond ornament at
one side.

Queen's Treasurer Injured

Sir Edward Wallington, Groom-
in-Waiting to the King and Treas-
urer to the Queen, was knocked
down by a cyclist when crossing
Sloane Square, London, on Novem-
ber 2. One of his legs was cut
by a pedal, and stitches were re-
quired. Sir Edward, who is 76,
was taken to his chambers.
It is a coincidence that Sir
Edward's sister, Miss G.
Wallington, of Ortel House, Hill-
perton, Wilt., was knocked down
by a bicycle in April last year,
while crossing the London-Devizes
Road, and was taken unconscious
to Trowbridge Cottage Hospital,
where she remained for some
days.

Princess Marie Louise

Princess Marie Louise laid the
foundation stone of the new
Queen Charlotte's Maternity Hos-
pital on November 4. Her High-
ness was received by Lord Howard
de Walden, president of the hos-
pital, and Lady Howard de
Walden, Sir Samuel Scott, chair-
man, and Lady Sophie Scott, Mrs.
Anthony de Rothschild, treasurer,
and other hospital officials, and
the Mayor and Mayoress of Ham-
mersmith. A guard of honour
was furnished by a body of Queen
Charlotte's nurses.

Hunting-Field Death

Mrs. Viccars, wife of Major
J. B. Viccars, of Ighitey Old Hall,
was killed while hunting with the
Quorn on November 4. In taking
a fence near Gaddesby Private
she struck her hand against an
overhanging branch of a tree and
died almost immediately, her neck
being broken. The Duke of Glou-
cester, who was out with the
hounds, saw the accident and
spent some time with Major
K.C., deceased.

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1929

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H.K. & Kowloon Ferry Wharf Store, Hong Kong
Peak Tram Station Store, Low Tram Station,
Lee Yee, 12, D'Aguiar Street,
Exochord Co., 5, D'Aguiar Street.

Hongkong Sunday Herald.

HONG KONG \$ DIRECTORY

1930

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HONG KONG, SUNDAY, DECEMBER 8, 1929.

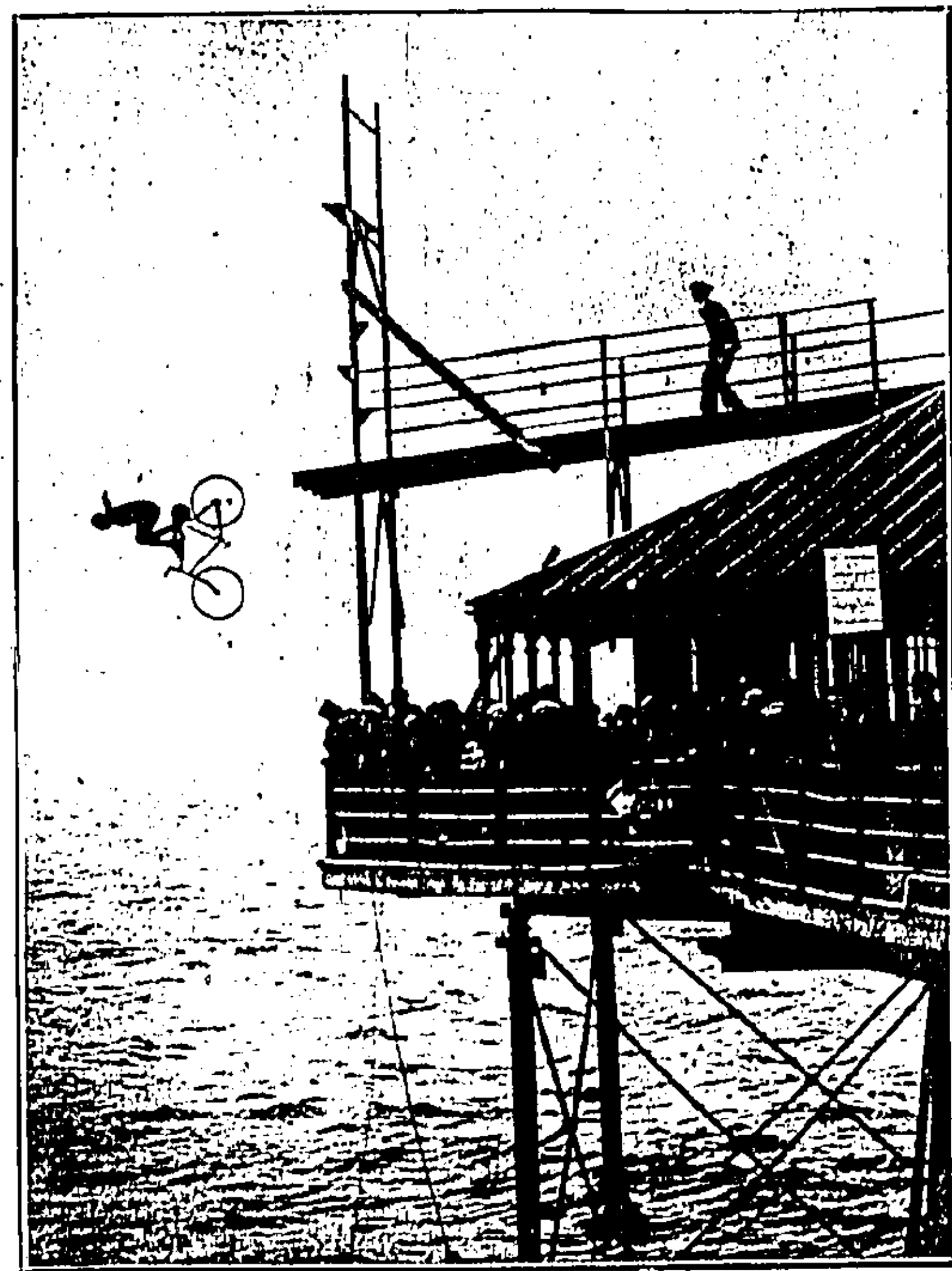
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BOMBING OF WUCHOW.—The public market, where eight people were killed (out of 11 all told) when Cantonese aeroplanes attacked the port of Kwangsi on November 27. Note the damage on right. Other pictures appeared in yesterday's "Chin Mail."



CHINESE RECREATION CLUB "AT HOME."—Tennis stalwarts, including the Lo Brothers (on right) receiving prizes at the annual function, which was very successful. Miss Kwok distributed the trophies, some of which are seen on the table.—(A. Fong).



ALL THE YEAR ROUND.—Diving exhibitions, including a cycle dive, being made daily at Bignor Regis, Sussex, by a hardy swimmer, (Mr. A. K. Kingston) who proves a great attraction for inhabitants and visitors. He is shown performing the cycle dive.—(Sport and General).



CHINESE AND WESTERN MEDICINE.—Native nurses, who have undergone western training, on duty at the newly opened Tung Wah Eastern Hospital, at 'Sookumpoo'.—(Alfred Lock & Co.)



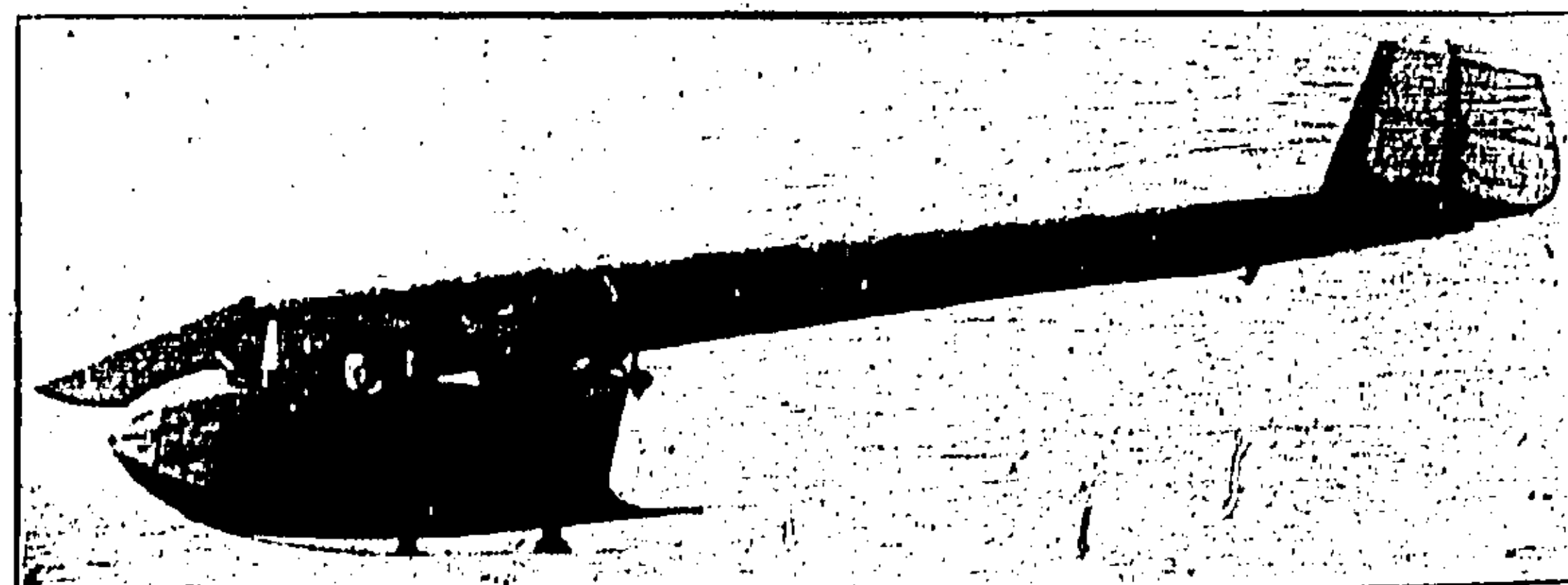
EXHIBITION MATCH.—At the C.R.C. "at home," between M. W. Lo (Hong Kong champion) and A. L. Runjahn (Tientsin champion), before a large crowd, a part of which is seen in the photo.—(A. Fong).



(Above).—THIS IS A HOUSE SERVANT.—And Chinese too, although foreigners who have not been up-country will not believe it. He is "a Nosa," and he is standing in the garden of his master, Mr. May, at Tungch'uan, in Yunnan province. This photo was taken by Mr. E. C. Thomas of the Diocesan Boys' School during his walking tour with Mr. T. J. Price.—(Strict copyright).



(At right).—NEW GERMAN TAIL-LESS AEROPLANE.—A new Tailless aeroplane was displayed by the German boy flyer, Kurt Groenhoff, at the Berlin central aerodrome. The plane, which is only equipped with a light cycle motor, approximates in its construction to the type of a glider.—(Sport and General).



Cold, cheerless days,
Humid atmosphere, piercing wind.
Even the greatest precautions often do not protect the delicate mucous membranes of the respiratory organs against infections and colds.

Take **Guaiacose**

It strengthens the organism and makes it more resistant to colds and their sequelae, e. g. grippe, influenza, bronchial catarrh, inflammation of the lungs, as well as tuberculosis.



Taken in time, **GUAIACOSE** protects against colds and their sequelae.



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The supreme effective remedy with instant relief.

Forestall the evil event by keeping a bottle in your home. In powder and tablets form. Obtainable from all dispensaries, and drug stores.



NEW PRIVATE HOSPITAL IN HIANHAI.—Group taken at the formal opening of the Dah Hwa Hospital at its new building, No. 19 Route Potier, French Concession, Shanghai. This is a private hospital, with up-to-date equipment, run on modern and scientific lines. Formerly, it was situated at No. 83, Carter Road. It was established three years ago by Dr. F. G. Kling, a German-educated Chinese physician. Dr. M. Y. Chu, Chairman of the Advisory Committee of the Hospital, performed the opening ceremony and conducted the guests to inspect the new premises. Among the guests present were many prominent persons and well-known members of the Shanghai medical profession.—(A. Fong).

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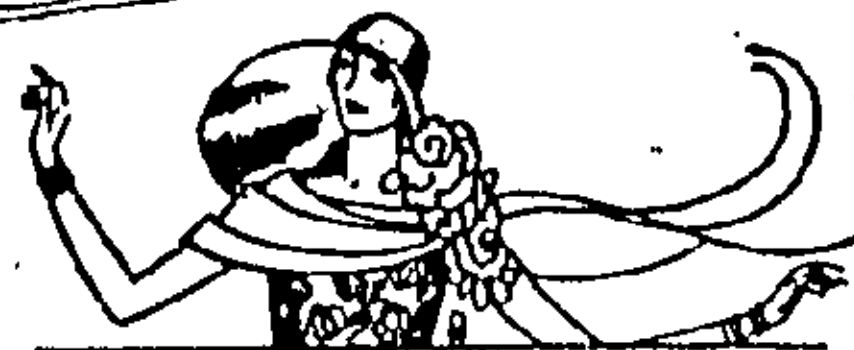
HUNDREDS OF ARTICLES TO CHOOSE FROM. PRICES REASONABLE.

KASHMIR SILK STORE

Opposite Queen's Theatre.



The Woman's Page



MOCK CRAB SANDWICH

Ingredients:

2 oz. strong cheese
1 oz. butter
3 teaspoonfuls cream or milk
1 teaspoonful strong mustard
3 or 4 drops Worcester Sauce
(according to taste).

A little vinegar, pepper and salt. Mix the cheese and butter up into a paste, add the other ingredients, and spread on to slices of bread.

Just The Thing Now



At left, a sports coat which will bring much warmth. At right, a nifty Russian titch.

WINTER COLOURS

Schemes For Modern Rooms

Colour schemes are changing in sympathy with the more pronounced modernist note in furnishing and decoration. The taste is neither for the entirely neutral room which tends to be insipid, nor for the use of crude colours which become irritating and tedious, but for subtle, well-devised schemes that combine the good points of both trends.

Pink, for example, is introduced into the sitting-room, a dull faded rose-pink that is restful and pleasing. Walls and ceiling are the shade of beige that has much pink in its tone, and the woodwork is deeper in shade. A rich pile carpet in grey-brown with a rug in similar

colouring is an effective contrast to the dull faded rose of the upholstery; soft blues and yellows are brought into the scheme in the cushions and accessories.

The vogue for green finds expression in the dining-room scheme; walls pale green, ceiling and woodwork vellum tinted, and a bottle-green and sand-colour carpet on the oak floor. Pale green curtains, walnut furniture, and sand-coloured upholstery with plum-colour accessories complete this scheme.

Raspberry red is the touch of brighter colour brought into the winter bed-room scheme, chiefly by way of accessories and in the decoration of the silver lacquered wood of the furniture. The walls, ceiling, and woodwork are old ivory tint, the carpet black pile, with some grey in the black rug. Bedspread and curtains are of ivory moire.

FOR COOL WEATHER

Velour And Felt Hats

Recently, with the return of the cool days, we have been resurrecting our velours and felts which probably, after being thrown more or less carelessly in a box for four or five months, look anything but fresh and smart.

There are various ways of renovating them, and the first thing to do is remove the ribbon trimming, for it is almost sure to require washing and ironing, to fit it to face another season, for no matter how you succeeded in cleaning the hat itself a tired-looking ribbon will detract from its appearance.

Usually dirt marks, particularly those greasy ones which appear at the back where the hat comes into contact with the collar, can be removed, if rubbed with a clean rag which has been dipped in petrol or benzine.

Sometimes, however, after being rubbed with a rag, the pile on the surface is inclined to be flat; to rectify this brush it the wrong way then rub with velvet, afterwards brush the right way and give a final rub with the velvet.

Steam the Hat

Another way is to steam the hat. To do this, put some water into a kettle and place it on a gas ring where it is easily accessible. When the water boils and steam issues from the spout, hold your hat in front of it carefully, turning it round so that the steam touches every part, and in a short time the hat will regain its fresh appearance.

This is also a good way of freshening a velour hat which has been spotted by the rain.

It is a simple matter to replace the ribbon band, clean and well ironed, and should you discover that there are one or two stains on the hat which you cannot remove (providing these are in a place where it would not look absurd) why not try covering the place with one of the delightful embroidered sprays or designs which we apply to our hats nowadays, in lieu of the more old-fashioned ribbon trimming.

COMBS REAPPEAR

Latest Fashions In Coiffure

Plain and ornamental combs for day wear and jewelled ones for evening wear are making a re-appearance. They are being used to ornament waves at the sides of the head and maintain a short bunch of curls at the back of the head. The rolled back line, too, is often improved by a long, jewelled comb set straight across the back.

Heavy, flat ringlets, topping one on top of the other over the head and at the temples are very charming, but this method of hairdressing depends largely on the quality of the hair.

The rolled coiffure is youthful, and always looks attractive on a prettily-shaped head. Waves, swaths, and ringlets transform coiffures into more feminine styles as fairly generous crops of hair become part of the current mode. Longer hair is increasing in popularity now that evening skirts are definitely longer.

Cosy?



Merna Kennedy, a featured screen star, steps out in this youthful new coat of American broadtail with an unusual shawl collar cut much longer on one side than the other. Fox fur is used for trimming.

THE PRINCESS'S CHOICE

A certain Princess is to have copied in brown a chic frock which is thus described. The top part is to be golden brown, not over gold lame, and the frills—which are to be a little exaggerated, sloping more sharply upwards in front and touching the ground for at least a foot at the back—will be in several shades of brown.

She is going to have a small tiara, necklace, and wide bracelets of yellow Brazilian diamonds to go with it because she is dark, with hair of blue-blackness and a skin like smooth creamy ivory. How we envy that woman. But if the Brazilian diamonds cannot be ours, at least we can wear a frock like hers. A new line belongs to all of us!

Cuban Beauty



Cuca de la Torre, Cuban winner of a recent "beauty contest" on the "Borzenaria," photographed on the giant liner docked at New York.

FASCINATING FROCK

Suitable For Week-End Visits

Essentially British in character and suited to our social and sporting pursuits are the newest tailored suits and those fascinating little frocks in flannel and tweed.

The return to the coat and skirt in so many different materials is particularly pleasing for week-end visits, as it can alternate with the tweed frock under a heavy top coat.

Some women always prefer a fine tweed coat and skirt to wear with shirts and jumpers indoors in the country and a top coat of leather or tweed, with a rough fur coat for motoring. This seems to be the stereotyped uniform for the ordinary visit.

But the frock of tweed is the latest and smartest fashion, and both it and the coat and skirt are sure to be required for a Friday-to-Monday visit. The house-frock of flannel or tweed for country functions, takes the place of satin and velvet for town use.

It is not easy, this dressing for a country-house visit. Town clothes are really less difficult to manage than country ones. If one is "dressed up" it can be concluded one is going on to some smart function, which prevents that dreadful feeling of being all wrong.

HELPFUL ACCESSORIES

Novel belts are specially attractive and a great help to the sports and motor accessories of the moment. They define the higher waistline, but are of such varying widths as to be very helpful in determining the styles that best suit the individual.

A very curious new and narrow kid belt, made in any shade, fastens with an ivory clasp like a horse's bridle; this has white braid lines along the top and bottom. Another model in a wide webbing is laced with coloured wool braids and joined with painted wood clasps; really a most decorative affair, that goes well with a tweedy bag and scarf in similar colourings.

The wool-bouclette is preferred to the silken variety that has a way of pulling out of shape. The bouclette tweed is among the latest of the loosely woven woollen fabrics. Nothing is smarter for the country motorist who drives up for lunch, tea, or matinee than a simple frock and matching hat and scarf of beige-bouclette, complete with kid or leather accessories in belt and shoes, with wooden jewellery. Such a frock looks equally well with a warm tweed, leather, or fur overcoat.

"LITTLE WOMEN"

A waistcoat that can be bright, or of sombre hue, to correspond with hat, buttonhole, and pocket, is usual.

Some dark suits look delightful with a cambric blouse in white or a pale shade, hemstitched and laced. A white flower should then be worn, or a cluster of pale blossoms, nestling in the tie or stole of fur.

"Little women," who know how, seem to wear tweeds quite as well as the tall, slim types. They can so ably demonstrate the smartness of the ultra-short coat. Lady Evelyn Beauchamp and Mrs. Algy Burnaby look so well in their marvellously tailored beige, grey, or black-and-white tweeds.

Mrs. Burnaby has the dainty "finish" peculiar to American women, and always appears on good terms with her clothes, whether they are the last word in riding habits or the latest Paris creation.

Distinctive And Dainty



This is a very picturesque evening gown of black tulle of unusual floral design, the perfectly fitting bodice having a black net yoke finished with a simple nosegay of flowers. The skirt has an inset band of the black net which is introduced to finish the hem, while a subtle bow of the floral tulle is placed at the normal waist line.—Ninette, London.

MOSQUITO-NET

This fabric, featured by one of the Paris creators as far back as August, has become the craze of the dance season. Originally it was used for the tulle ball-dress. In many dainty colourings. It is now pressed into service for all sorts of afternoon blouses as well as frocks.

On account of its hard-wearing qualities it is, however, a prime favourite for dancing dresses.



PERMANENT WAVING

Ladies are requested to book their appointments early during the busy season.

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The Original Silky finish and
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Most fashionable colours: Mimosa, Menthe, Geranium, Peach, Black

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FINE-O-XINA will make your skin white and velvety.
FINE-O-XINA removes sunburn, freckles and blackheads.
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Sold by all the leading stores,
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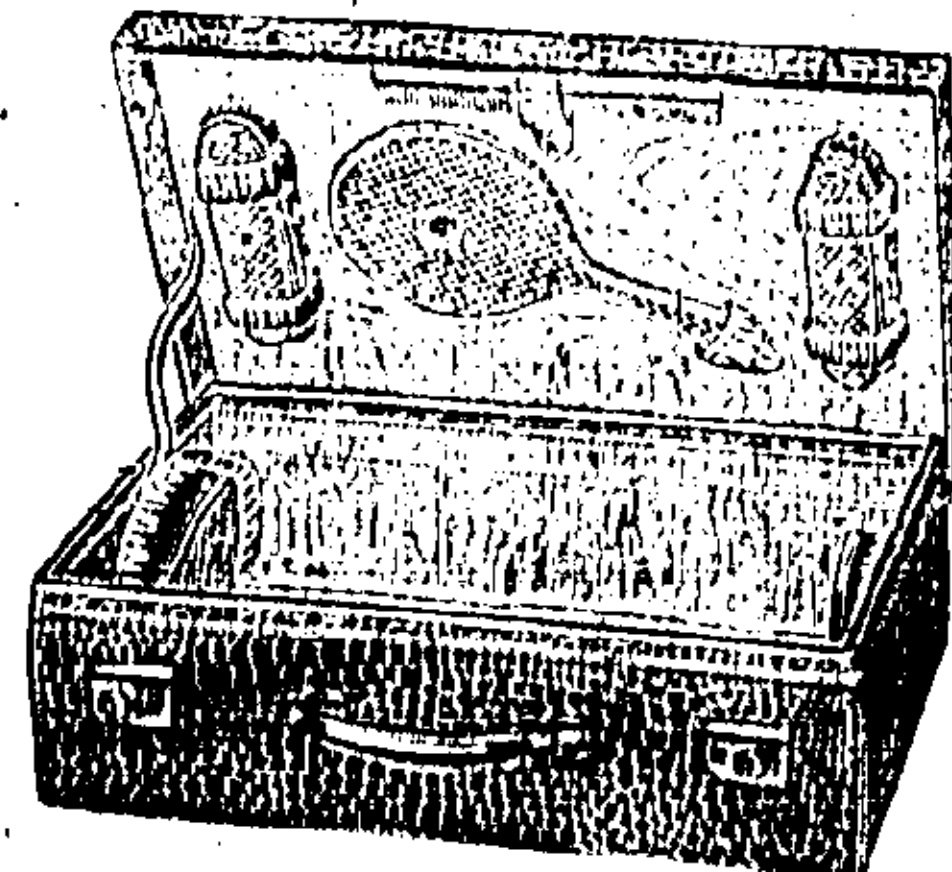
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Shampooing, Henna pack (any colour) Massage, Hair Cutting, and Manicure for Ladies and Gentlemen.

A visit will convince you.

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Ask for a list of records by your favourite artist.

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CHATER ROAD.

SENNET FRERES

Marcel Heimendinger & Levy.
(Succursale.)

Have cleared out all old stocks and are now showing the finest and most up-to-date variety in exclusive

**JEWELLERY, WATCHES,
LEATHER & FANCY BAGS**
just received from the leading English,
French and Swiss manufacturers.

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CHRISTMAS CAKES
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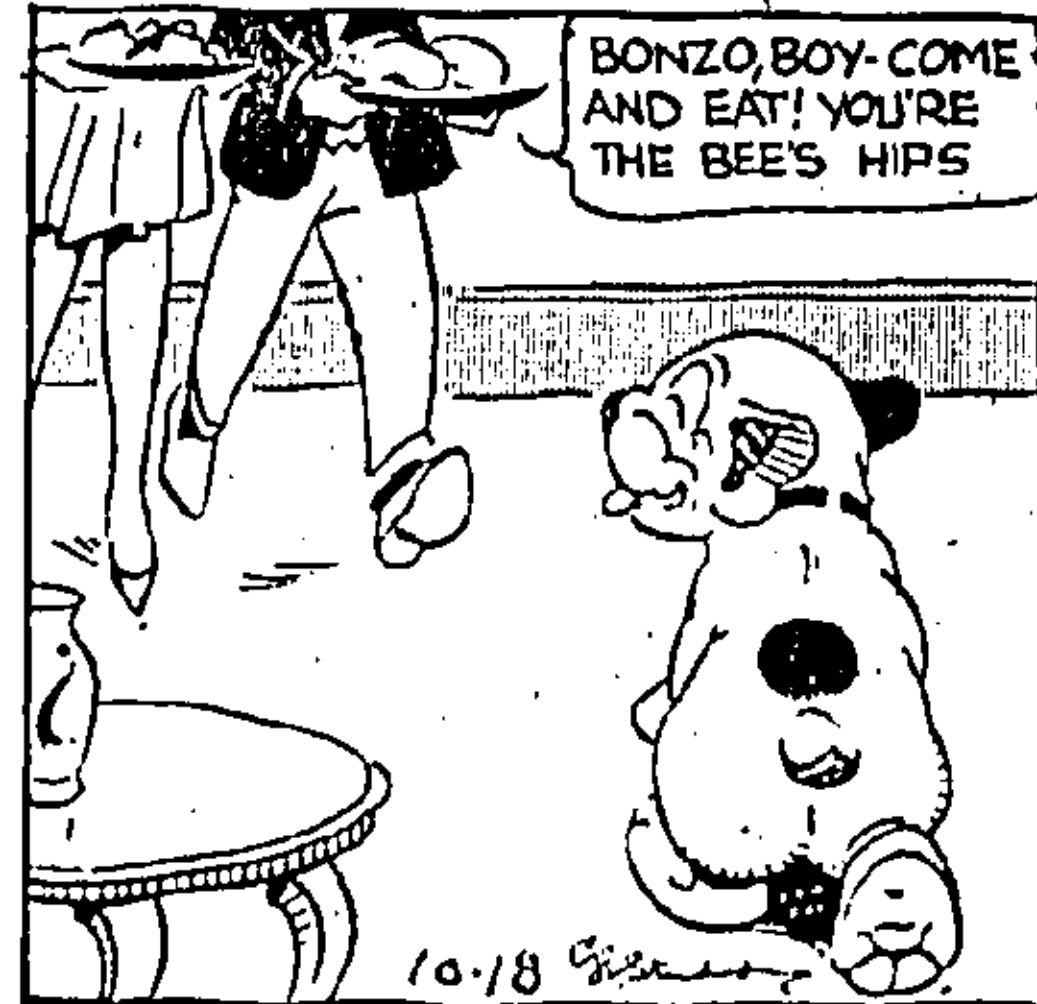
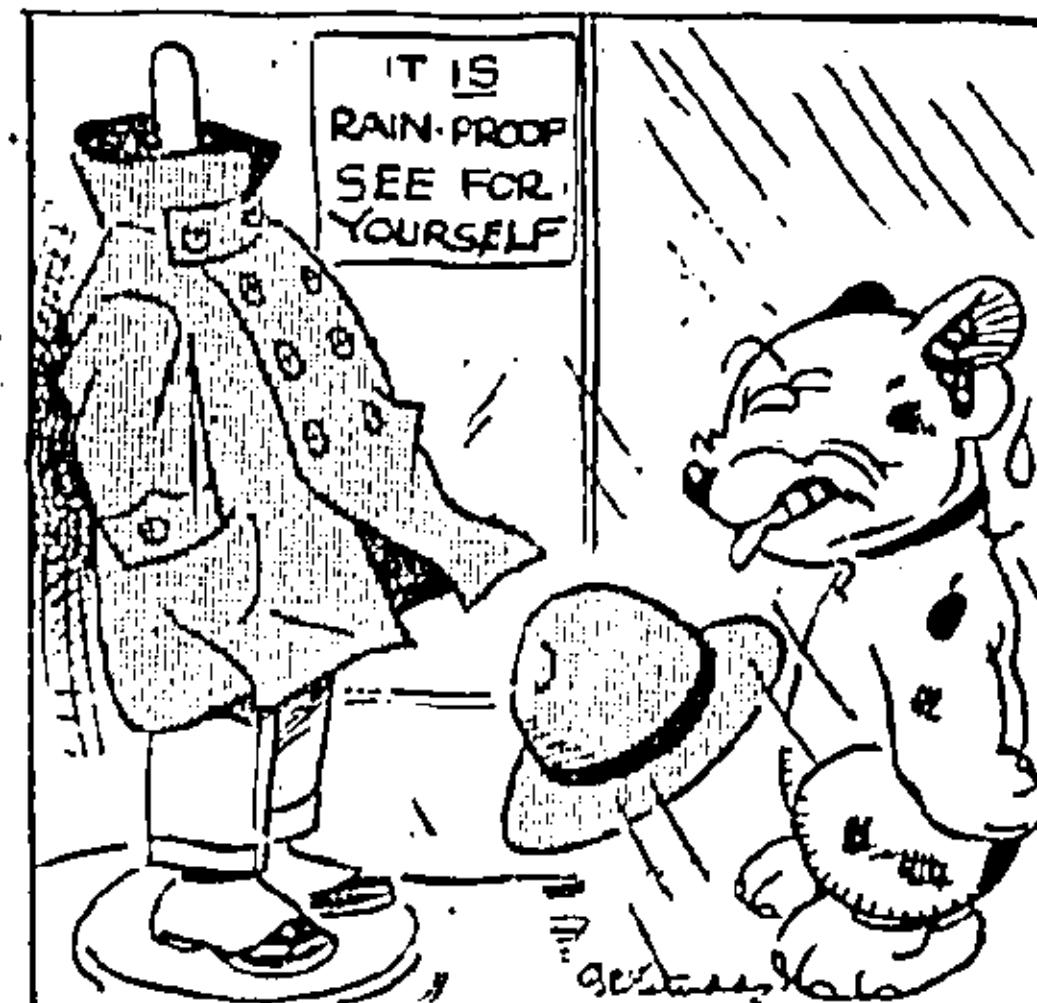
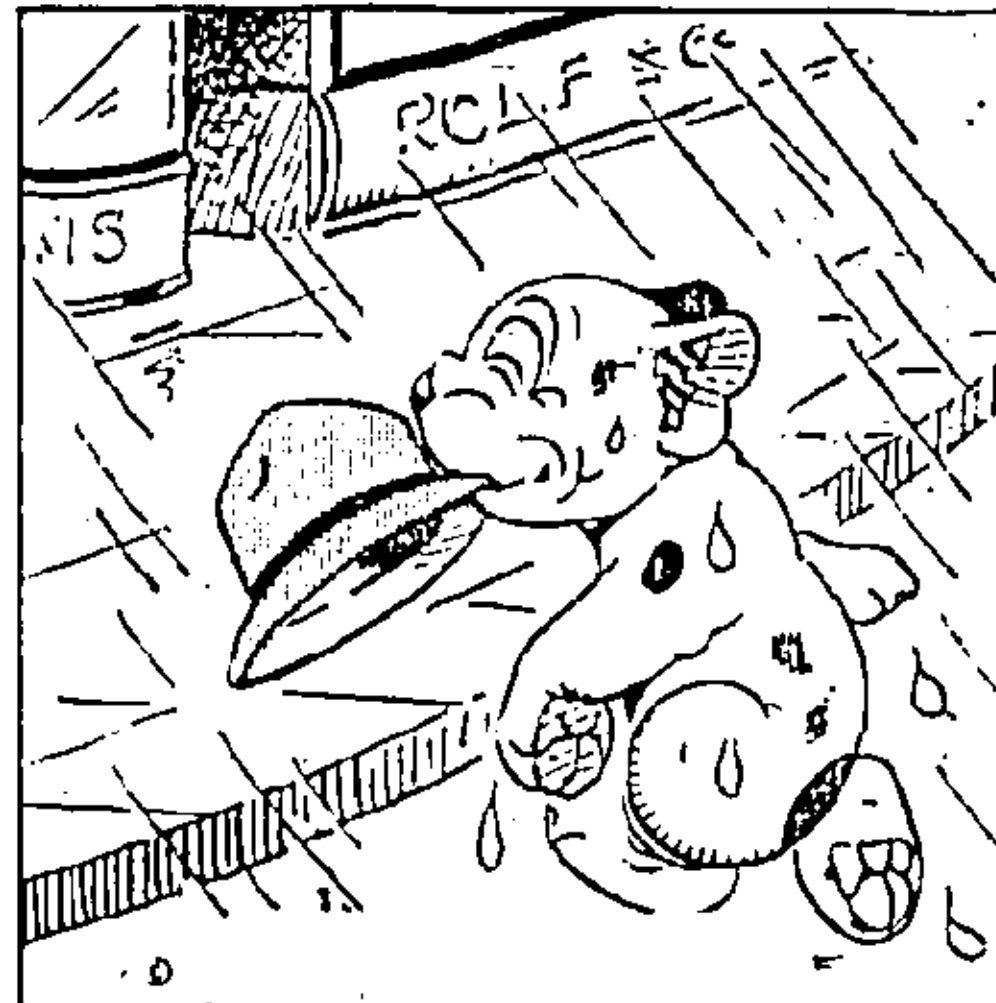
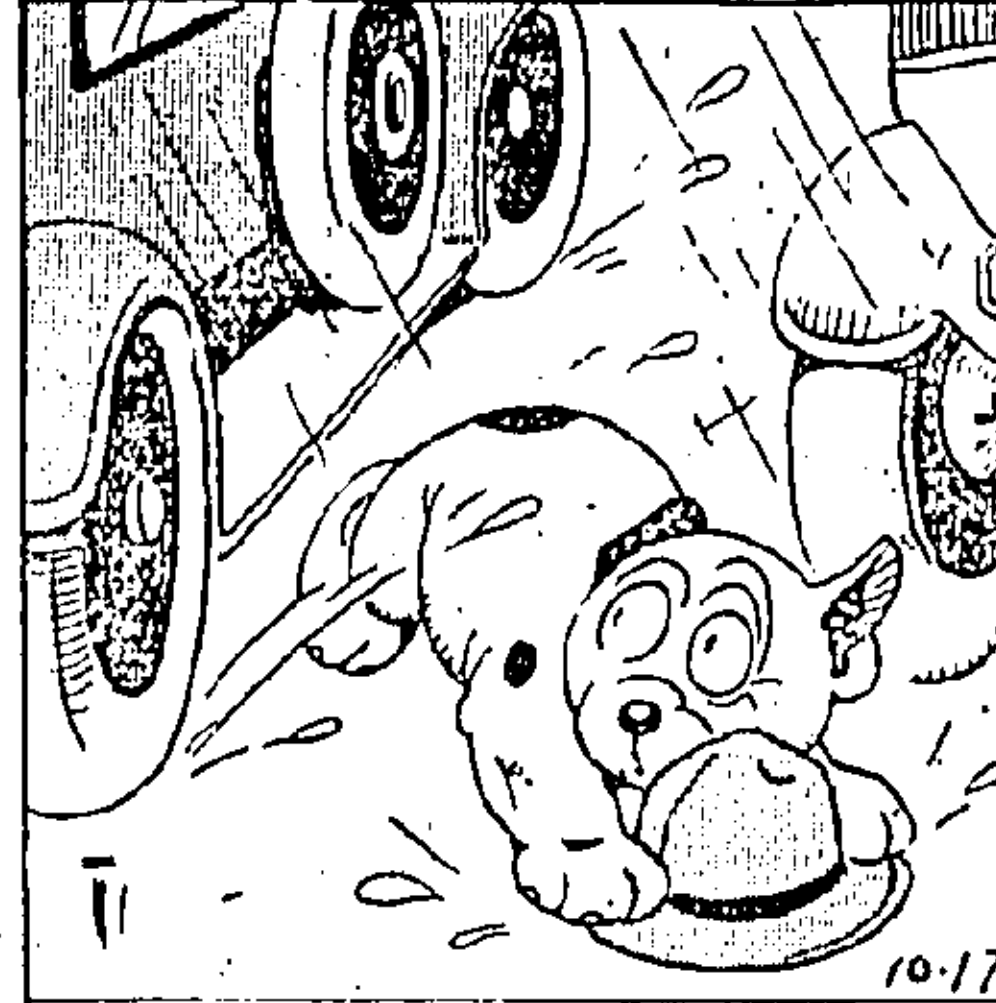
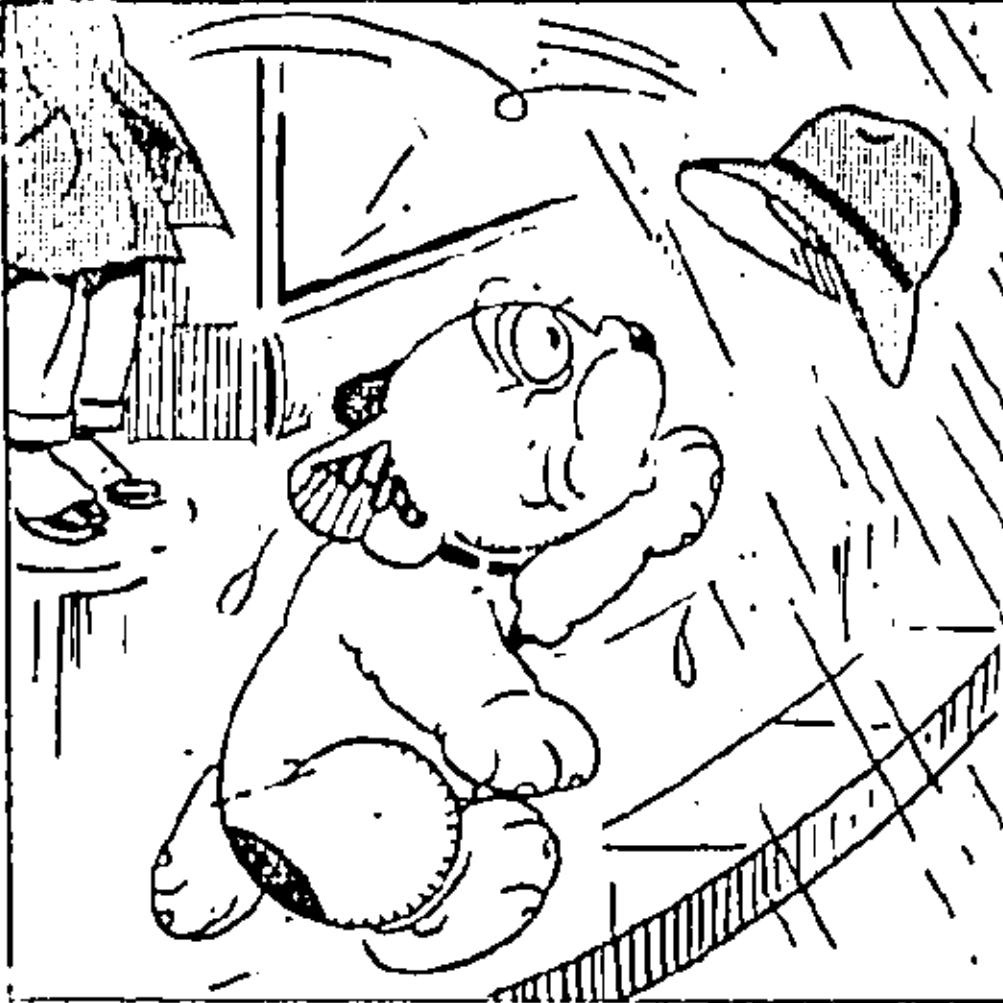
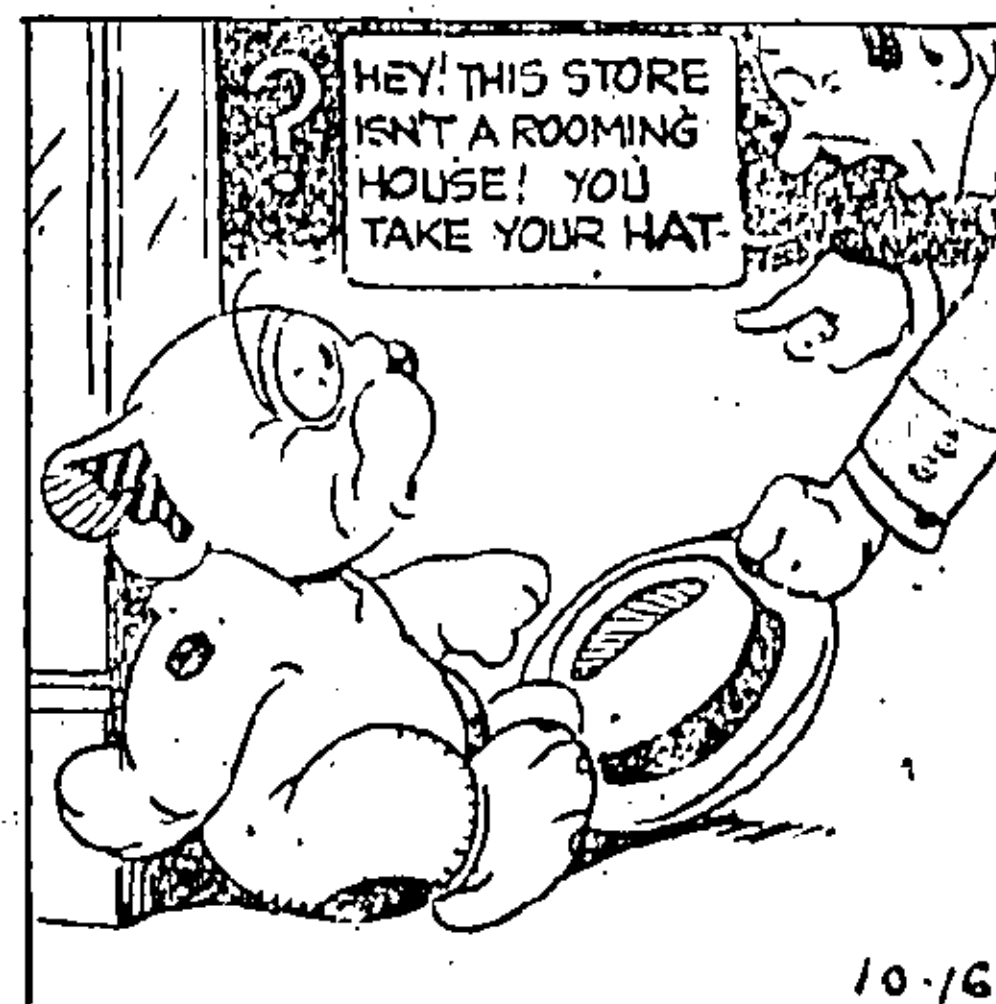
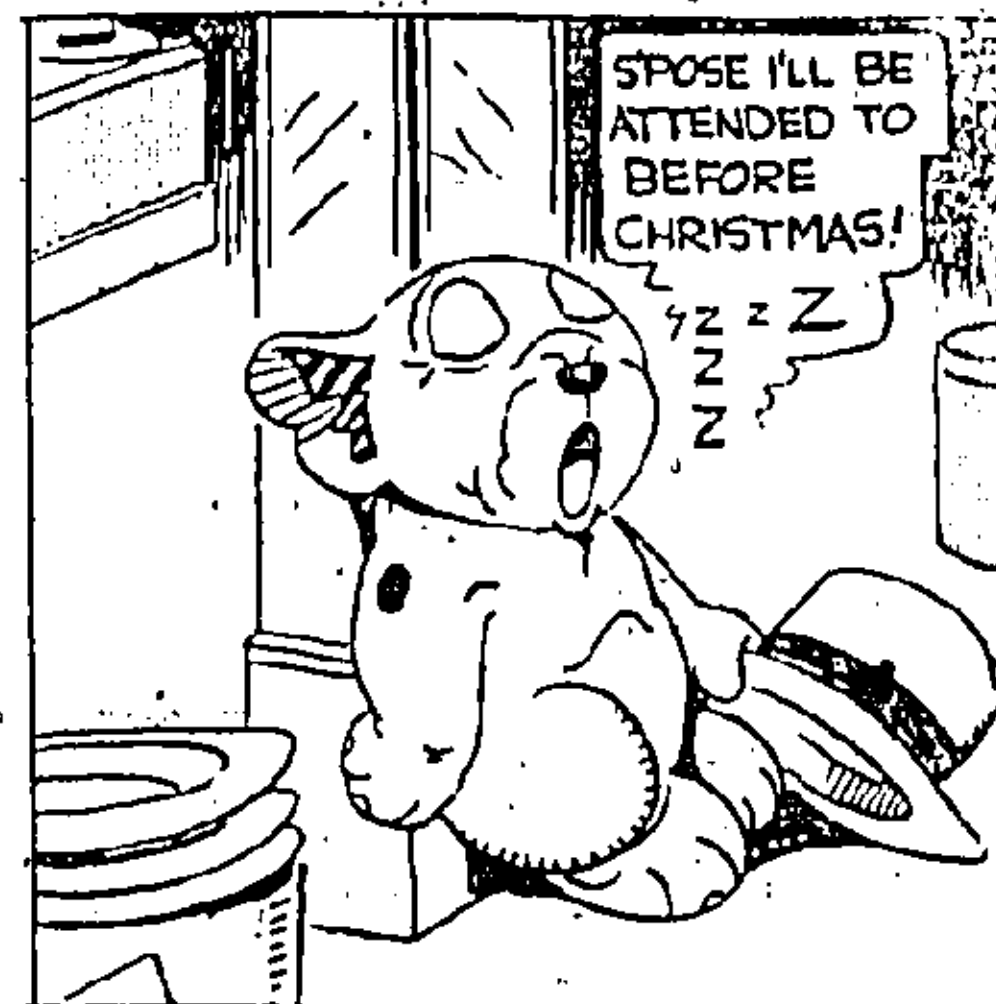
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by Expert Operators in
Hygienic Surroundings.

TO BE WELL GROOMED, PAY US A VISIT
39A, QUEEN'S ROAD CENTRAL. 1st Floor.
Entrance Pandora.

BONZO

By George Studdy



Our TOYLAND is JOYLAND

WHITEAWAYS TOYLAND IS NOW IN FULL SWING.

SHOP EARLY

THE HOME OF GIFTS

SHOP EARLY

FOR

BRING THE CHILDREN
TO SEE

FOR

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WITH ITS SPARKLING COLOURED SPRAYS
AND
OUR WONDERFUL COLLECTION OF TOYS.

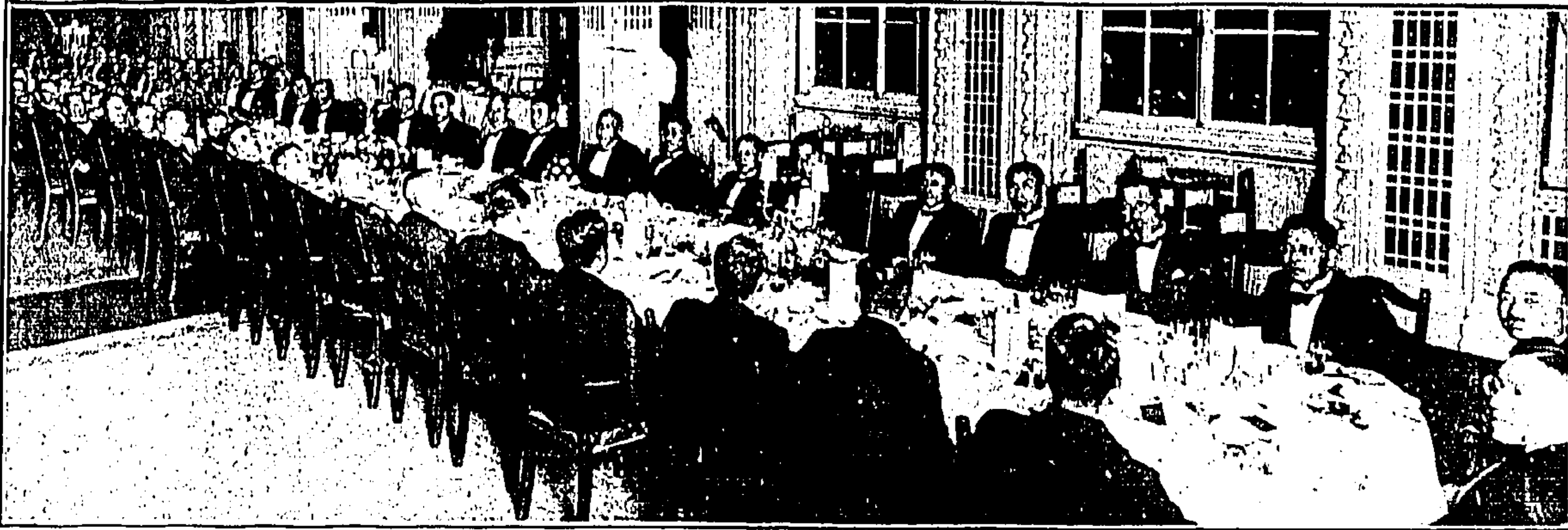
CHRISTMAS

WHITEAWAY, LAIDLAW COMPANY, LIMITED.

HONG KONG.

ROUND THE GLOBE IN PICTURES

A Farewell Gathering



On the eve of his departure from Shanghai, Mr. G. Okada, Director of Nippon Wata Kaisha, gave a dinner at the Majestic Hotel to say "goodbye" to a large number of his friends, including prominent Japanese merchants and officials. Consul-General Shigen Ito was present. Mr. Okada, subsequently left for Japan for good after having been in China for over 20 years.—(Ah Fong).

S.V.C. Route March



The annual route march of the Shanghai Volunteer Corps was held on Sunday morning, when an excellent turn-out of various units was recorded. In the upper picture, the Adjutant is seen giving the order to Commanders of various units to move off; lower photo: passing the saluting base at the north of Thibet Road bridge, where Commandant Orpen-Palmer took the salute.—(Ah Fong).

Fall Convicted By Jury



Albert B. Fall, Secretary of the Interior in the Harding Cabinet, being wheeled from the courtroom after being found guilty of accepting a bribe of \$100,000 from E. L. Doheny. The jury recommended mercy.

Education And Science



The Science Society of China held a dinner at the Y.P.H. Hotel, Shanghai, in celebration of the 90th birthday anniversary of Mr. Mah Hsien Poh, a well-known educationalist. A large number of prominent guests, including Messrs. Wu Chih-hua, Tai Yuan-pai, Yang Hsiao-fu, Yue Yu-jen, and others, were present to offer their felicitations to the aged guest of honour.—(Chung Hwa Studio).

After Peking Looters



A view of the Legation quarter in Peking, to which many of the nationals of foreign countries fled in the recent disorders. The city was recently under martial law as marines, police and volunteers patrolled the streets to prevent looting.

Bingham Ethics Questioned



Senator Hiram Bingham, of Connecticut, who admitted before the Senate Lobby Investigating Committee, in Washington, D.C., that he had employed Charles L. Eynanson (Inlet) as his secretary in spite of the fact that he knew Eynanson was being paid by the Connecticut Manufacturers' Association.

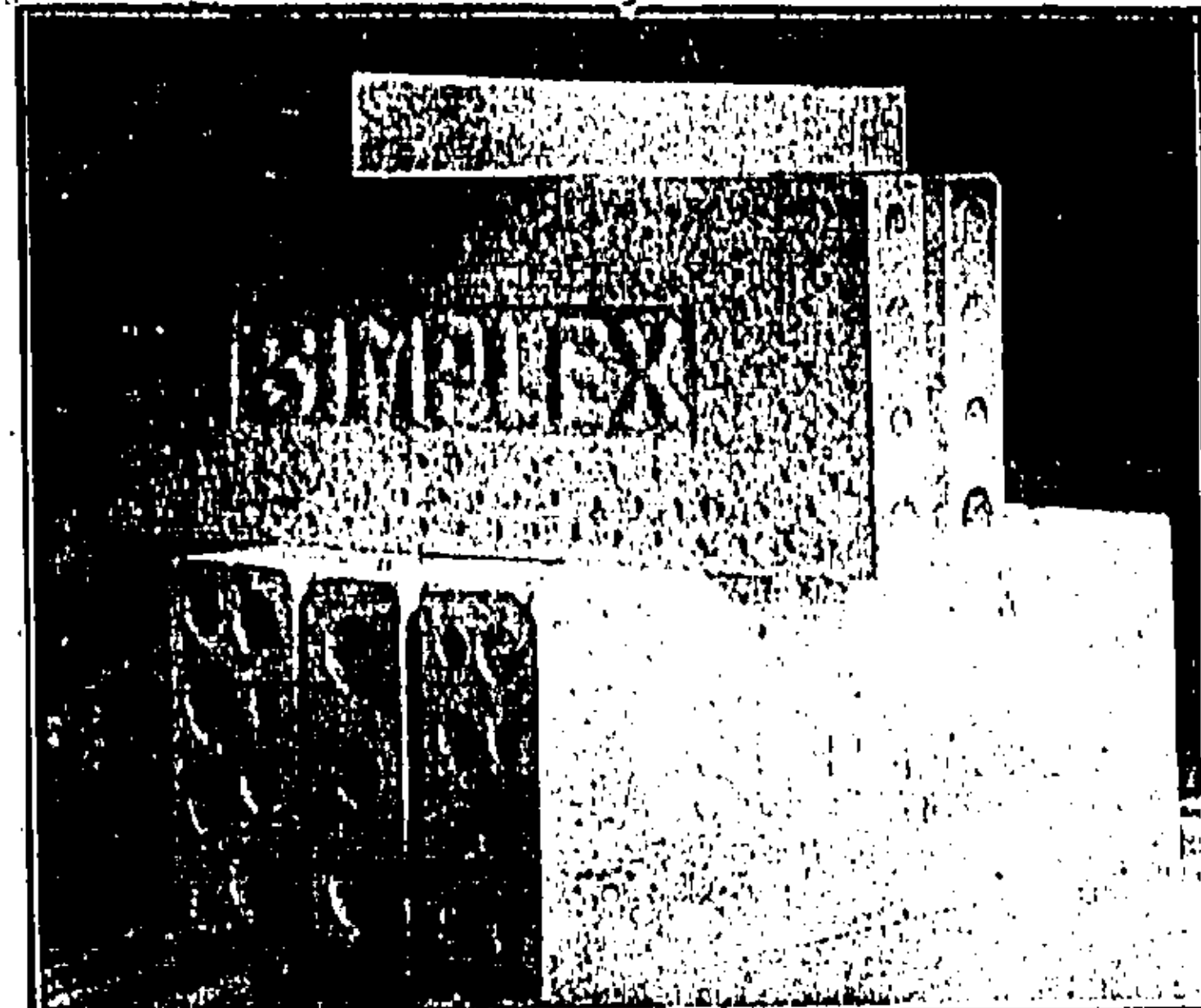
Life Threatened



President Carlos Ibanez of Chile, who was shot at by an assassin. Three shots were fired but all went wide of their mark. A youth who gave his name as Luis Ramirez was arrested.

SIMPLEX PARTITION BLOCKS

FOR INTERNAL PARTITIONS.
Made of Pure Gypsum
FIRE PROOF & VERMIN PROOF.

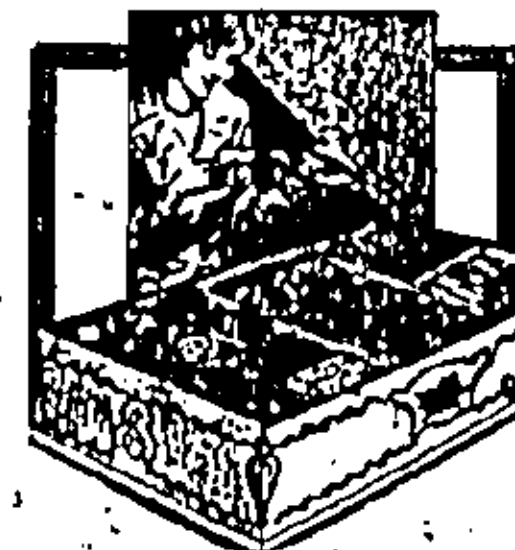


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PLASTER OF PARIS, GYPSUM PLASTER BOARD.

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THE IDEAL CHRISTMAS GIFT
is a box of
SOCIETE CHOCOLATES
They will please mother, father,
sister, wife or sweetheart.

Also
BISHOP'S HARD CANDY
the best for the children at any time.

Order your CHRISTMAS CAKES now

THE CAFE PAVILION

THE BEST CAKES IN TOWN.

Nathan Road,
Tel. K. 874.



SAVE YOUR MONEY
BY SAVING YOUR HATS.

WE CAN:—Block, Bleach, Clean,
Dye, Iron & Reshape Hats for
Ladies, Gentlemen and Children.

OUR PRICES ARE MODERATE.

HAT RENOVATING CO. 52, Nathan Rd.,
Kowloon. Tel. K. 1087.
Agents in Hong Kong:—Tyeb & Co., 19, Queen's Rd. C., Tel. C. 648.



Beauty is marred
when gums break down

Daily care may safeguard beauty and youth from such dread diseases as Pyorrhea, Gingivitis and Trench Mouth—diseases that attack undernourished, under-exercised gums—diseases that only expert dental treatment can thwart when once contracted.

So avail yourself of the skill of modern dentistry. Brush teeth and gums, every morning and night, with the dentifrice designed to help keep gums firm and sound, so protecting them from disease. This dentifrice is Forhan's for the Gums.

Nobody's immune from the attack of dread gum diseases... you may be next! As a preventive measure, see your dentist at least twice a year and start using Forhan's daily. When you use Forhan's, notice how much better gums look and feel and the way it cleans teeth and helps to protect them from decay will delight you. Get a tube from your druggist—today.

Forhan's for the gums

* 4 out of 5 after 40 and thousands younger pay the extravagant price of neglect.

Agents:—MULLER, MACLEAN & CO., INC.

IF YOU ARE TOO BUSY TO WRITE HOME—DON'T

Just Post a Copy of the
"OVERLAND CHINA MAIL"
which gives all the News there is—
Both Local and Coastal

Better than One Hundred Letters
SINGLE Copy 25 Cents.
Subscription for home (including postage),
One Year, \$15; Six Months, \$7.50; Three Months \$3.75.

SOVIET AND CHINA

Negotiations Still Progressing
JAPAN'S ATTITUDE

Nanking, Last Night.
Interviewed by Pressmen Dr. C. T. Wang stated that the preliminary negotiations between the Soviet and the Three Eastern Provinces' representatives were reported to be progressing according to the National Government's instructions.
The Soviet Tass Agency's version of an alleged understanding having been reached is premature since the local authorities have not submitted a report thereon to the National Government.
In view of the Soviet's repeated hostility the Kellogg Pact signatories have considered it advisable to remind China and Russia to settle the controversy by pacific means.
Dr. Wang has expressed disappointment at the newspaper report that Japan has refused to associate herself with Great Britain, America, France, Italy and other signatories. If the report is true the Japanese attitude, coupled with Mr. Saburi's sudden death would appear all the more mysterious.
An international conference for the reorganization of Shanghai's so-called Provisional Court will be open in Nanking on December 9.—Canton News Agency.

BREVITIES

Mr. L. L. G. Nixon, R.A.F. was amongst the passengers who left the Colony yesterday on the "Rawalpindi".

An advertisement in this issue gives notice of the cancellation of certain tickets in the St. Vincent de Paul Motor Car Draw.

The return of notifiable diseases for the 24 hours ending at midnight on Friday shows four Chinese cases of small-pox and one of diphtheria.

Mr. B. C. K. Hawkins, of the Government Import and Export office, went on Home left yesterday on the "Rawalpindi," accompanied by Mrs. Hawkins.

Dr. R. E. Tottenham, Professor of the Hong Kong University, and a well-known tennis player, sailed for Home yesterday on the "Rawalpindi," together with Mrs. Tottenham, who is the ladies' tennis champion of the Colony.

At 11.15 a.m. yesterday, a collision occurred at the corner of Waterloo and Prince Edward Roads Kowloon, between a China Bus Co.'s vehicle and a motor lorry. Fortunately, only minor damage was done, the bus needing the replacement of a lamp and mud guard.

The wedding of Mr. John H. McLaren and Miss Marie McRury was solemnized yesterday in St. John's Cathedral, the Rev. G. T. Waldegrave officiating. The bride is the daughter of the late Rev. John McRury, of Three, Skye, Scotland. Capt. Moss gave the bride away and the duties of best man were carried out by Mr. A. Duncan.

Naval Officers who sailed for Home on the P. & O. s.s. "Rawalpindi" yesterday were:—Capt. J. D. Nares, D.S.O., Comdr. J. N. Pelly, Eng.-Comdr. H. L. Harvey, Eng.-Comdr. S. Chambers, Lt.-Comdr. C. C. L. Mackenzie, Lt.-Comdr. M. W. Noel (accompanied by Mrs. Noel), Lt.-Comdr. W. D. Brown, D.S.C., Lt. J. F. Blackburn and Lt. C. R. Carstairs.

It is notified, under section 6 of the "Petites Soeurs des Pauvres, St. Pern, Bretagne" Incorporation Ordinance, 1925, that satisfactory evidence of the appointment, for three years commencing August 29, 1929, of la Petite Soeur Gabrielle de St. Hyacinthe as the Mother Superior in this Colony of the Society of the Petites Soeurs des Pauvres, St. Pern, Bretagne, has been furnished to H.E. the Governor.

The "China Mail" has received from Messrs. Thos. Cook & Sons a fine pictorial calendar for 1930 published by the Pennsylvania Railroad Company. There is a splendidly coloured picture of one of the powerful trains, which is aptly styled the "servant of the nation's industry." There is a colourful vision of the resources of America, its factories and mills, mines and workshops, banks and office buildings, farms and granaries and dairies. In the foreground is a striking picture of one of the leaders of the Pennsylvania Fleet typifying the vast system which more than any other has transported the men and materials for the upbuilding of the nation.

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements set-up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 3A, Wyndham Street or Phone C. 4441.

BOXING

(Continued from Page 1.)

These two old favourites showed a lot of the tricks of the trade. Clayton was a bustling sort of boxer and Fraser more cool and calculating. He took the first round by a slight margin. Clayton was warned in the second for boring with his head. Fraser's coolness was the feature of the bout. So far, no serious blows were exchanged.

Fighting in Earnest
The real fighting occurred in the third round and then Fraser gave Clayton something to think about, but Clayton was not unduly hurt.

The fourth round found Clayton on the run for the first time. Fraser was scoring accurately now and Clayton took some punishment, but always came back with a counter.

Fraser opened out in the fifth and Clayton tried to make use of the ropes, but Fraser was not to be caught.

A Lively Round
Clayton was now bearing marks of the fight on his face. The sixth round was very lively. Clayton was floored just before the gong but came up immediately. Fraser got the verdict.

Welterweight Championship
The contestants for the Welterweight Championship of the Colony were Ldg.-Sto. Morrish (H.M.S. "Hermes") 143 lb., Welterweight Champion of the China Squadron, and Smn. Creighton (H.M.S. "Cornwall") 145 lb., Welterweight Champion of the West of England.

Referee: Mr. W. Logan.
There was little to choose between them in weight, but Creighton had the advantage in height and reach. They were both cautious in the first round, but Morrish landed a stinger on the head half way through.

One on the Nose
Creighton returned the compliment soon after and just before the gong landed nicely on Morrish's head and body. Creighton scored prettily on the body at the clinches in the second round and Morrish got in some good work by getting under Creighton's reach. He ran into a stiff one on the nose, however, which sent him staggering backward.

Creighton showed a fine right hand punch in the third and gave Morrish a lot to think about.

Superior Reach
Creighton opened out in the fourth round and scored prettily at the same time making Morrish miss. He got one on the face, however, which sent him back on his heels.

Creighton's reach told against Morrish, who had to work hard to get in every punch.

Both hit at every opportunity in the fifth, at the close of which Morrish asked the doctor to attend to his cut lip.

Medical Advice
The medico advised Morrish not to continue, and consequently Creighton got the verdict.

Mr. R. M. Dyer fastened the belt round Creighton's waist amid loud applause.

The Featherweights
Two featherweights occupied the ring after the interval. They were Sto. Harley (H.M.S. "Kent") 129½ lb. and Ldg.-Smn. Wells (H.M.S. "Marazion") 119½ lb.

Wells gave away ten pounds and the handicap was too much. With the first hard blow Harley cut his man's cheek, then he caught him on the ropes, hit him a right uppercut on the face and Wells immediately gave up. Wells had advantage of height and reach but these could not discount the weight handicap.

Heavyweight Championship
The Heavyweight Championship of the Colony bout closed the programme.
The principles were A.B. Rowles (H.M.S. "Marazion") I.S.B.A. Light Heavyweight Champion, 170 lb. and Ldg.-Sto. Mann (H.M.S. "Cornwall") 184 lb.

Referee: Mr. H. G. Sheldon.
Both were heavily built and Rowles did not look as if he was giving away one stone in weight.

IRON DISCIPLINE

Soviet To Deal With Her Own Disturbers
TROUBLE WITHIN NOT OVER

Moscow, Dec. 2.
The Soviet papers are jubilantly recording the submission of comrades Bukharin, Rykov, and Tomsky which constitutes a complete victory over the opposition of the Right.

Bukharin's repentance, however, comes too late to save him his position.

The paper Pravda, in a leading article, comments on these submissions and states that iron discipline and unrestrained submission are both necessary in the interests of the State.

Though opposition to the present Government and its leaders is diminishing, there are signs indicating that it is not entirely dead yet.—Transocean Kuomin.

MAL-DE-MER CURED?
Remedy Believed Found
By German Doctor

"VASANO" TREATMENT

Berlin.—For the first time the therapeutic results of the treatment of seasickness with vasano have been published by Dr. F. Metzler, ship's surgeon on the liner "Hamburg," who has described his experiences with the drug in cases running over a period of two years.

Dr. Metzler found that if vasano was administered early enough it invariably prevented the mal-de-mer even in passengers who had suffered from the disease for years. In the milder form of seasickness, he says, tablets of vasano did the trick, whereas in persistent and more aggravated cases vasano suppositories were indicated, the curative effects setting in within half an hour and continuing, if not leading to a radical cure, at least twelve hours.

Vasano administered in conjunction with a soporific Dr. Metzler also found efficacious. He considers hypodermic injections the ideal form of administering the drug.

"CURTAINS OF FIRE"

How France Will Protect Her Frontiers
WORLD WAR LESSONS

Paris, Dec. 2.
The Eastern frontier of France will be protected by several "curtains of fire," according to a statement made to a representative of the Matin by Deputy Ferry, member of the Chamber's Army Commission.

M. Ferry declares that the new fortifications are constructed according to the most modern methods and with a new kind of material, putting thus into effect the experience gained in the World War, especially when defending the Eastern Fortresses of Verdun.

Deputy Ferry further states that the construction of the new fortifications along the Alsatian border was commenced at the beginning of this year and, when finished in four or five years, will constitute a permanent and powerful protection for France's Eastern frontier.

The expenditure amounting to several billions of francs was, accordingly, fully justified.—Transocean Kuomin.

IN CANADA

Building Cottages For Immigrating Britons

Winnipeg, Man., Nov. 27.
The problem of housing British immigrant families who come to Canada to settle on the land is being met, to some extent at least, by the offer of the Canadian National Railways to build cottages for the Britishers at various points on the prairies so that the new arrivals may secure a home at a nominal rent of three dollars a month. This offer has been approved by the Overseas Settlement Board of the British government.

British people, forming the bulk of the immigrant tide into Canada, often suffer because they are unprepared to cope with the conditions in the farming districts of the Dominion which are so different from those prevailing in the Old Country. On the other hand, immigrants from Europe, especially the northern parts of Europe, are accustomed, even before they embark for the voyage overseas, to the solitude and rigours of a life where settlement has left much of the country side untouched.

The cottages to be built by the Canadian National in the three prairie provinces will stand on a fenced plot of land averaging from one half to one acre in extent. They will be served by good roads and as near as possible to the local market place and school. They will be furnished with stoves and simple furniture.

It is understood that the families will occupy the cottages only during their first year in Canada, while they are obtaining preliminary experience in farming conditions.

NEW ADVERTISEMENTS

PUBLIC AUCTION.

PARTICULARS & CONDITIONS
of the Sale by Public Auction to be held on MONDAY, the 9th day of December, 1929, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Mong Kok Taul in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Locality	Boundary Measurements	Contents in Sq. Yds.	Annual Rental	Upper Price
1	At Mong Kok Taul	ft. ft. ft. ft. ft.	about	1,110	2,000
As per sale plan, 1,110					

PUBLIC AUCTION.

PARTICULARS & CONDITIONS
of the Sale by Public Auction to be held on MONDAY, the 9th day of December, 1929, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Prince Edward Road, Kowloon, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Locality	Boundary Measurements	Contents in Sq. Yds.	Annual Rental	Upper Price
1	At Prince Edward Road	ft. ft. ft. ft. ft.	about	8,000	50,000
As per sale plan, 8,000					

THEATRE ROYAL

December 14, 16, 17, 18, 19, 20,
23 at 9.15 p.m.

Matinee December 18 at 4.30 p.m.

(Children half price)

THE GEISHA

Booking at ANDERSONS.

MORALS OF A CITY

Author's Action Against A Mayor

A case interesting to authors has just been dismissed by the Berlin tribunal. The action was brought by the novelist and playwright, Marieluise Fleisser, whose drama, "Pioneers in Ingolstadt," won more praise from the critics than the work of any woman dramatist in Germany. The play dealt with a battalion of engineers billeted in Ingolstadt during the building of a bridge, and what in best described as the emotional reactions of the younger female populace.

The Mayor of Ingolstadt, deeply annoyed at the reflection on the morals of his city, wrote to the editors of several leading German newspapers on the subject, and had the satisfaction of seeing his letters in print. He described the play as a lying piece of inferior clap-net, and a libel on both the young men and the young women.

The authors considered her reputation injured by this criticism, but the court upheld the view that the mayor was not only justified, but even doing his duty in defending local reputations and the good name of the city which had elected him as chief citizen. The boldness of the play's accusations merited the sharpness of his attack.



3-IN-ONE OIL
LUBRICATES, CLEANS and POLISHES, PREVENTS RUST and TARNISH

The finest oil that man produces—suited for a thousand uses.

WRITE FOR A FREE SAMPLE

Sole Agents—
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David House, Des Voeux Rd. C.

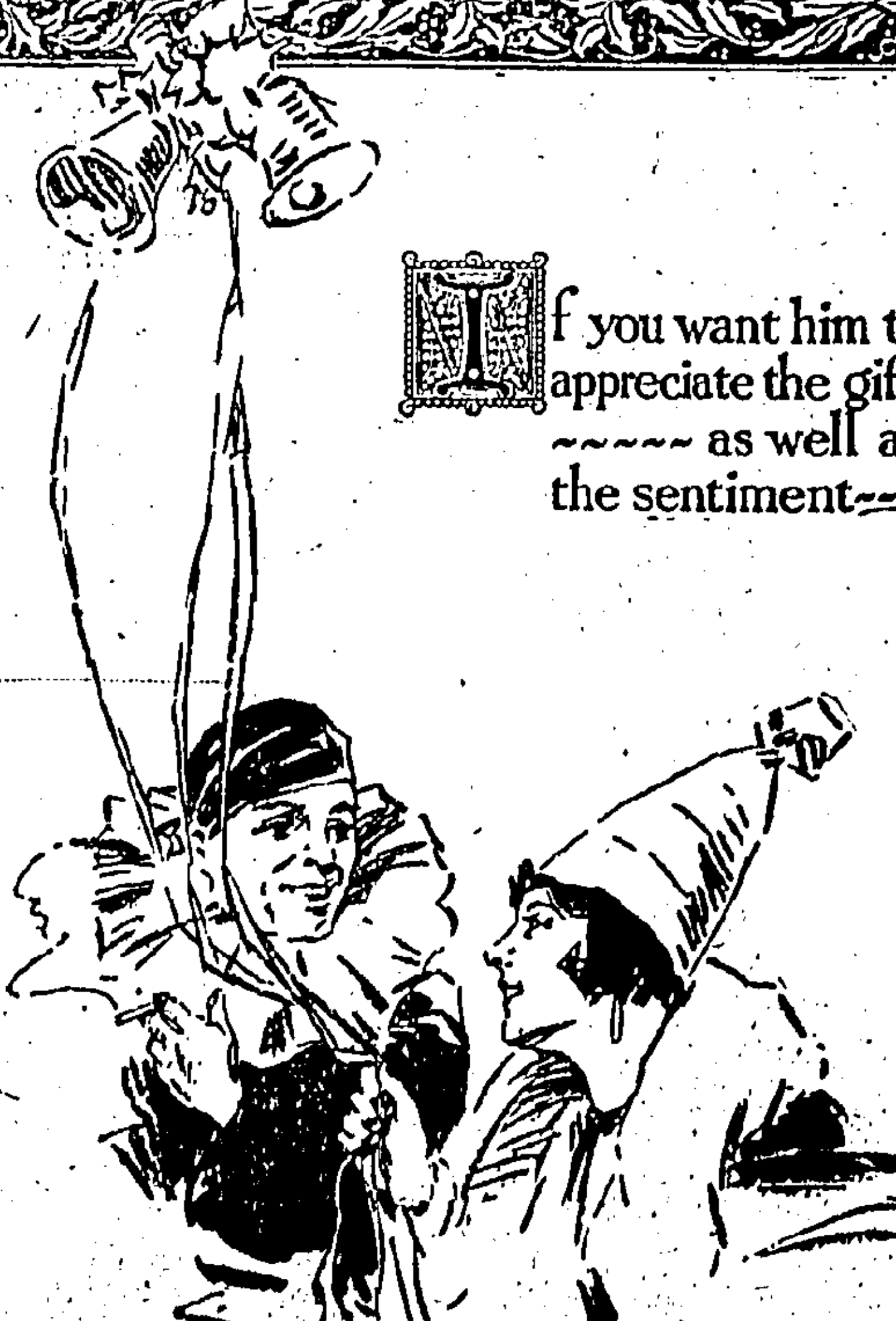


THE LUXURY SOAP YOU'VE LONGED FOR at an everyday cost

Perfumed as once you thought only the most expensive soaps were perfumed—a subtle blending of the fragrance of flowers you love—it astonishes you that Lux Toilet Soap can be sold at such an everyday price. Its soft lather, so exquisitely cooling and soothing, tells you how marvelously pure a soap this is. It's the purity of Lux Toilet Soap that renews the youth of your complexion—women everywhere acclaim it as a toilet soap sensation.

LUX TOILET SOAP

LEVER BROTHERS (CHINA) LIMITED, SHANGHAI
Sole Agents:—
W. R. LOXLEY & CO., Hong Kong



If you want him to appreciate the gift as well as the sentiment—

SEND HIM Three Castles CIGARETTES

QUEEN'S
SUNDAY TO THURSDAY

BEHIND

SEE IT
HEAR IT!

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H
A
T

HEAR THEM TALK! SEE THEM ACT!

ADDED ATTRACTION

FOX MOVIE TONE NEWS

Featuring the World's
Latest Events.

H
E
A
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CURTAIN

With

WARNER BAXTER, LOIS MORAN, GILBERT EMMERY

ALL TALKING FOX SUCCESS

FRIDAY AND SATURDAY ONLY



WITH SOUND ACCOMPANIMENT!

WHITE SHADOWS

IN THE

SOUTH SEAS

WITH SPECIAL SYNCHRONIZED
MUSICAL EFFECTS



WITH SOUND ACCOMPANIMENT!



Salvation Army Dispute

There is to be more litigation in the Salvation Army. General Higgins is applying to the Chancery Court for writ for the transfer from the executors of Bramwell Booth to himself of the control of the Army's funds in Britain worth over £1,000,000.

Interviewed, General Higgins said that the Solicitor-General favoured such a transfer, but the executors preferred a court order to be relieved of any possibility of personal responsibility.

General Higgins denied any allegations of a vendetta against the members of the Booth family or a revolt within the ranks of the Army.

Alluding to the reported petition calling for reversion to one-man control in accordance with the principles laid down by the founder, General Higgins denied knowledge of such a petition.

He concluded: "The policy of William Booth has never been departed from and will not be while I am General."

India Office Code

M. Bessedowsky, the ex-Soviet official, who was dismissed from the Russian Embassy in Paris, has declared that the secret British India office code, was obtained by the Soviet Embassy in Paris, in a manner similar to the one used for procuring the Italian code.

Paris newspapers state that the British India Office secret code was offered by a Briton to the Soviet Embassy. The would-be seller met with a polite refusal.

The India Office says that there is nothing known of any such incident, but it is suggested that the Briton mentioned was perhaps trying to dispose of a fictitious code to the Soviet.

"In any case," added an India Office official, "we know nothing about it."

Flighty Ladies?

It is not for nothing that flying suits figured nearly all the principal dress-shows this month. In ever-increasing numbers, women are taking to the air, and proving themselves thoroughly efficient pilots. Last month Sir Alan Cobham undertook a trip to Hull, accompanied by ten members of the Forum Club, in order to witness the Hull Air Pageant and the opening of the Municipal Aerodrome by Prince George. The members of this well-known women's club are no mere idlers or social butterflies. They all have their particular interest in the vital and progressive side of life, and whatever they do, they do thoroughly. Not content with a flying education for themselves, they have instituted a scheme whereby they can introduce their children, or small nieces and nephews, as "Young Air Leaguers," for a nominal subscription of a few shillings, which entitles them to a special Air League badge. Special flying events are to be arranged for these lucky young people during the three holiday seasons.

Money to Burn

In spite of the Stock Exchange troubles and other excuses for being hard up, the appearance of London at night time just now suggests that everybody has got money to burn. Theatres are full. It is difficult to get a seat in a smart restaurant, the empty taxi is impossible to get except between 9 o'clock and half past 10, commissionaires are dreaming of being shortly able to retire on their accumulated capital of tips, and speaking generally there is something approaching an orgy of spending. Heaven knows how it is done, but it is done, and the people who belong to the luxury trades, although they contend that they have a lot of money owing to them, seem to be remarkably cheerful and this although we now have a Labour Government here talking of spending another eight millions on widows' pensions, and searching the highways and the byways to find widows to whom they can give ten shillings a week. As Ada Reeve used to sing in *Floradora*, "Widows are wonderful, they've had experience," and now they are all going to get pensions.

"Hot Air"

A member for a London division whose name is one of the very few that are secure, was asked his opinion as to what Sir Charles Hobbhouse, one of the Liberal Shadow Cabinet, meant by his speech in Scotland in which he forecasted an early defeat for the Government. The reply was that there was probably nothing in it and that in any case the Conservative party were not at all likely to take action which would bring about a General Election. "We ought to get

the full measure of them first, especially with regard to their plans for unemployment; and that we shall not know until the Budget next spring, so Sir Charles Hobbhouse's remark is hot air." This was a very frank expression of opinion by a man who has no desire for office should his party return to power, and who could afford to be quite frank as to his view on the question of the election. He could face one every year with equanimity, and very few could say that. Lord Birkenhead, by the way, is not to be included in the Conservative Shadow Cabinet as his devotion to City affairs now takes up most of his time; but his co-directors on the big Electric Trust Company, Sir Austen Chamberlain and Sir Laming Worthington Evans, are still to be called in for consultation by Mr. Baldwin.

Dinner to V.C.'s

The Prince of Wales's dinner to the heroes who have won the Victoria Cross aroused great interest, but as usually happens nowadays the Press interfered a bit too much in this matter. It appeared very early on that some of the V.C.'s could not afford to come to London; and one paper promptly started getting people to contribute whereupon another, probably annoyed at not having thought the idea first, speaks of this as dishonouring to the nation, which is sheer nonsense. It is true that the very small grant of £10 a year which is given to the winners of the Victoria Cross is only given to N.C.O.s and other rank although in special cases it has been increased up to £50, but officers receive nothing. Some V.C.'s want a great deal more than the £10 to help them over the stile which they appear to be meeting continually. Others are quite independent. Speaking generally, the V.C. has often been won by men who were momentarily worked up, and who would probably hardly ever do the same thing again but that does not do away with the fact that they have at the moment of trial displayed just that combination of daring and self-forgetfulness which makes people win Victoria Crosses. Whether the idea was the Prince's own or whether it was suggested to him by the British Legion does not really matter. The thing is it was a good idea, and were there not the danger of making it automatic, such a dinner ought to take place regularly.

Babies Shy of Freemasons

Quite an amusing incident took place when the foundation stone of some new buildings at the Cripples Hospital and College, Alton, Hampshire, founded by Sir William Treloar, was laid with full Masonic ceremonial by Lord Amphilil. After the function Lord Amphilil and those who had taken part with him in it went round the grounds where the children were lying in their cots in the open air. They were all wearing the panoply of Masonic full dress and the children were delighted and enjoyed seeing the procession. But when they got to the babies' ward, the little ones were frightened at the sight of all these strange men in strange clothes, and began to cry and whimper as small babies will, which very much disconcerted these distinguished gentlemen. The nurses could do nothing with the babies so Lord Amphilil and his colleagues turned to get out the way they came, but those behind could not understand this movement and they were stuck in the doorway, while the children showed that their lung power was certainly not crippled. Eventually they got out in dignity, and with a certain loss of dignity, for it is not easy to contemplate these four Peers of the realm and other distinguished Masons, all in full dress, being routed by a room full of shrieking babies.

"Reform" Gaelic

A number of people now-a-days propose to "reform" Gaelic by "simplifying" the spelling of it. The proposal of itself may or may not be sound; but it is obvious that to do so in the manner suggested would be a very ticklish job. It seems that the gentlemen who make the proposal are much in the same situation as the mice who thought to work their ends or the ent by the simple expedient of bell-ing it. The proposal to "reform" Gaelic cannot reasonably be dissociated from the problem of the means or instrument whereby the "reform" in question might be carried out. There is in all Scotland, but one body to which theory might turn as to a society qualified to deal with the matter spoken of; and that society is the Gaelic Academy.

LEAGUE FOOTBALL

(Continued from Page 4.)

R.A. v. CHINESE "A"

Sergeant Bunting controlled this match on the Sookumpoo Ground. The Gunners were a man short at the commencement of the game and were hard pressed for the greater part of the first half. Had it not been for the poor shooting of the Chinese, the Gunners' goal would surely have been penetrated. The Chinese missed a penalty kick by shooting straight into the hands of Hall. The interval arrived with a blank score sheet.

Half-time:—
R.A. 0
Chinese "A" 0

Tame Opening
The second half opened very tamely until Oliver put the Gunners ahead. This opened play up considerably, the Chinese retaliating a good movement being rounded off and their centre forward finding the net with a fast shot from close range.

A miskick by Leadbeater enabled the Chinese to forge ahead in the second half, the ball entering the net at a slow pace. The Gunners then took matters in hand and, after a period of pressure, Oliver was successful with a run through to score the equalising goal. That the result brought a point to each side is a fair reflection on the run of the play.

Result:—
R.A. 2
Chinese "A" 2

KOWLOON v. SOMERSETS

The Somersetts had recently lost their form, but this afternoon showed considerable improvement, easily disposing of a weak Kowloon team, on the latter's ground on the mainland.

Referee: Mr. Mellow.
Teams:—
Kowloon: Angus, Hast Eastman; Moore, Nicholls, Dunnett; Hannan, Morgan, King, Cones, Rickford.
Somersetts: Wallace; Leysdon, Huhsh; Padgett, Mead, Proth; Rendle, Hall, Latchem, Baggett, Errett.

Two Splendid Saves
Kowloon won the toss and the Somersetts kicked off with the sun in their faces. Hall started the running with a good drive at Angus, who punched out for a corner. King had hard luck, Leysdon kicking out for a corner. Angus was then called upon and made two splendid saves in succession.

Half-time scores:—
Kowloon 0
Somersetts 0

A Fast Shot
Latchem opened the scoring for the Somersetts five minutes after the interval and King equalized a few minutes later. The Sets gained the lead with a very fast shot from Baggett. The Sets increased their lead through Angus dropping the ball in his goal, when hard pressed. Another goal by Latchem just as the final whistle blew put the Somersetts still further ahead.

Final Score:—
Kowloon 1
Somersetts 4

EWO v. NAVY RESERVES

The Navy Reserves had a day out when they swamped Ewo to the tune of 8 goals to nil.

It was a very one sided affair throughout, and but for the very hard game played by the Ewo's backs, the score would surely have been doubled.

Teams:—
Ewo: Li Fok-sang; Chan Mok-shing, Lam Ho-yin; To Ho-hang, Chang Kam-tong, Chung Fok-yu; Ho Yum-tim, Chow Yu-fai, Chan Chee-tong, Chan You-wing and Fung King-yu.

Navy: Turner; Spike, Ward; Goodman, Evans, Bell; Egan, Hassell, Cartwright, Gould and Sweet.

Raid on Goal
From the start it was easily seen that the Navy would have little difficulty in accounting for their opponents, as they immediately started a raid on Ewo's goal.

For fully fifteen minutes they were shooting in, but time and again the ball was pushed away by the backs and goalkeeper.

Cartwright opened his side's account with a fine drive that gave Li Fok-sang little chance, and shortly before half time the same player went very near with a good effort that just went wide.

The interval whistle sounded with the Navy leading by 1 goal to nothing.

Half-time:—
Navy 1
Ewo 0

Ewo on Defence
Immediately from the kick off the Navy broke away and Gould increased the lead with a nicely placed shot.

Except for an occasional break away on the part of the Chinese forwards, play was confined to Ewo's half.

The Navy were awarded a penalty but Goodman's shot was cleverly saved by Li Fok-sang.

Goodman made amends shortly after, when he increased the lead with a well placed shot.

Ewo were forced to play a purely defensive game and were very hard put to it, to keep the nippy Navy forwards at bay. Sweet put the Navy further ahead, when, obtaining possession he cut in, to beat Li with a well placed shot. Hassell added a fifth shortly following this, and further goals by Hassell, Gould and Goodman brought their total to 8.

Result:—
Navy 8
Ewo 0

S. CHINA "B" v. S. CHINA "A"

Owing to the meeting of the Athletic and S. China at the Stadium an attempt was made to postpone this second division fixture, but the powers-that-be insisted on the game being played, as the requisite period of time required by the rules governing the league had lapsed prior to the notification being received. In consequence, S. China "B" were compelled to field a very weak side.

The "A" eleven had the best of the game right from the kick-off and within a few minutes Chan Yo-ta found the net to open the score. A little later the same player had no difficulty in registering the second goal.

Considering the very scratchy side representing the "B" team, the resistance put up was surprising and one or two of their raids came very near to scoring. The "A" side then took play to the other end and just before the interval whistle Ip Koon-ning put his side further ahead.

Half-time:—
S. China "B" 0
S. China "A" 3

Kick Improperly Taken
During the last thirty-five minutes, the "A" had all the play, there being a number of scrimmages in front of "B" goal-mouth. It was difficult to see what happened, but the Referee pointed to the penalty spot.

As the spot kick was not properly taken the ball was replaced on the spot, the shot being sent just wide, by Ching Chai-king. The same player made amends a little later by scoring his side's fourth goal just before the final whistle sounded.

Result:—
S. China "A" 4
S. China "B" 0

CHINESE "B" v. EASTERN

Played at the Stadium. Eastern rather surprised the critics by defeating their opponents by 5 goals to one. The following teams lined up:—

Chinese "B": Shin Tin-lum; Lei Ping-pang, Wong Chin-ping; S. H. Shin, Ng Yu-hing, Chow Kong-hing; C. E. Wong, Cheung Koon-sang, Lo Choi-wan, Au Kit-sang, Lai Tong-chey.

Eastern: J. F. da Silva; Lau Ching-yun, Lai Ting-choi; Cheung Yui-nam, Cheung Lap-fan, Ng Ying-kay; Lee Bing-long, Chau Bing-fai, M. S. Salleh, M. Mosa, M. Sabhan.

Referee: Mr. Mann.

Two Clever Goals
After a spell of mid-field play Salleh scored a good goal after the goalkeeper had saved a fast shot from Sabhan. Eastern continued to press and after some good work by Lee Bing-long, Mosa added another goal from close range.

Chinese "B" got away on the right and C. E. Wong put in a good shot which Silva saved at the expense of a corner from which nothing resulted. Both Lai Tong-choi and Ng Ying-kay had to leave the field through injuries, but this did not prove to be of any advantage to the Chinese. Half time arrived with Eastern leading by 2 goals.

Half-time:—
Chinese "B" 0
Eastern 2

Goalkeeper Fumbles Badly
After the interval Eastern turned out at full strength but the Chinese were the first to get going and forced a corner on the right and after a scramble round Silva, Lo Choi-wan put the ball in the net. Eastern immediately retaliated and Salleh scored from a shot that the goalkeeper fumbled badly.

Eastern continued on the aggressive and Salleh scored with a shot from 45 yards, the goalkeeper misjudging the flight of the ball. Mosa brought the total up to five in the last minute of the game.

Result:—
Chinese "B" 1
Eastern 5

THE LAI WAH CUP

Army Team for ext Saturday

A meeting of the Council of the Hong Kong Football Association will be held in the Association Offices, 4th floor French Bank Buildings at 5.30 p.m. on Tuesday, December 10. Agenda:—(1) Minutes of last Council Meeting, (2) Minutes of Emergency Committee 2 and 3, (3) Reports of Inter-Club Committee Meetings, (4) Correspondence, (5) Accounts, and (6) Other Business.

H.K.F.A. COUNCIL

The following have been selected to represent the Army v. Civilians on the Club ground, Happy Valley,

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It is just as well for Messrs. Peterman, that these Insects are not more numerous, but to-day the fact remains that

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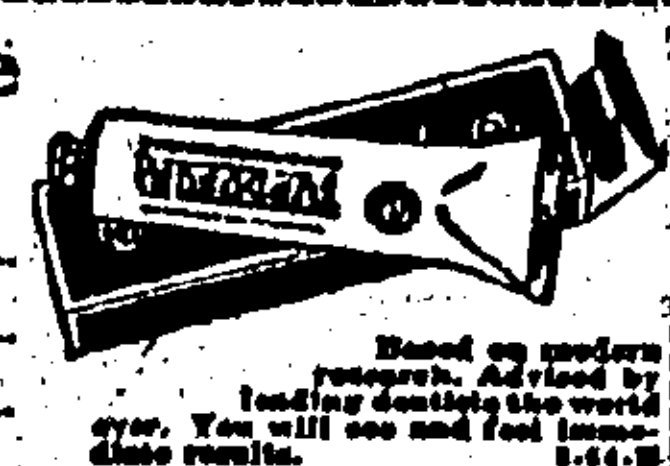
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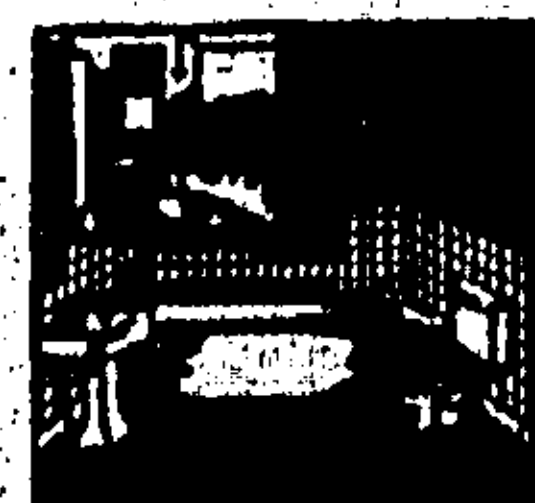
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Here is a simple recipe for better health. Here is a way to keep your system so well charged with a vital food-element that you can resist colds and chills. Take, in the delicious food-drink Glax-ovo, the vital vitamin D concentrated.

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HOLIDAYS IN 1930

"Double Ten Day" To Be Included

NEW DAY IN SEPTEMBER

Next year's official holidays in Hong Kong have been fixed. "Double Ten Day" is included for the first time. It was a holiday this year but was not in the original list. Hitherto, the second Monday in October was always a "bank" holiday. Owing to its proximity to (and possible clashing with) China's National Day, this is now omitted and a new holiday appears, namely, the first Monday in September. Details follow:—

General (or "bank") Holidays
Every Sunday.
January 1: New Year's Day, Wednesday.

January 30, 31, February 1: China New Year, Thursday, Friday and Saturday.

April 15: Good Friday.
April 19: Saturday.
April 21: Easter Monday.
June 2: King's Birthday, Tuesday.

June 9: Whit Monday.
July 1: first week day in July, Tuesday.

August 4: first Monday in August.
September 1: first Monday in September.

October 10: China's National Day, Friday.
November 11: Armistice Day, Tuesday.

December 25, 26: Christmas and Boxing, Thursday, Friday.

Public Holiday
May 24: Empire Day, Saturday.

The Police Magistrate's Department is excluded from the operation of the Holidays Ordinance, 1912, on January 31, February 1, April 19 and 21, May 24, June 9, August 4, September 1, and December 25, 1930.

The Imports and Exports Department will be open for the purpose of revenue collection and issue of permits only from 9 a.m. to 12 noon on all the above days except Sundays, China New Year Day, Good Friday, October 10, and Christmas Day.

ANGLICAN CHURCH

Incorporated Body To Be Legalised

The Government "Gazette" contains a copy of "A Bill intitled an Ordinance to incorporate a Body of Trustees capable of holding property for the purposes of the Church of England, and to provide for the performance of divine worship according to the rites and ceremonies of the Church of England, and for certain objects ancillary to the aforesaid objects."

This Ordinance repeals the Saint John's Cathedral Church Ordinance, 1899, and the Church Property Vesting Ordinance, 1904, and constitutes one central incorporated authority to hold and administer all the property of the Church of England in Hong Kong. This is explained in the preamble which also gives a short account of the origin of the Cathedral in Hong Kong and of St. Andrew's Church in Kowloon.

OFFICIAL APPOINTMENTS

Appointments, resumptions of duty, etc., announced in the "Government Gazette" are:—

Hon. Mr. C. McI. Messer, O.B.E., resumed duty yesterday as Colonial Treasurer, Collector of Stamp Revenue, Assessor of Rates and Estate Duty Commissioner.

Major D. G. Choyne, O.B.E., M.C., R.A.M.C., to be a member of the Sanitary Board for three years in place of Lt.-Col. and Brevet Col. J. S. Bostock, C.B.E., R.A.M.C., 1st Battalion, Somerset Light Infantry, to be an Honorary Aide-de-Camp to H.E. the Governor.

Dr. K. H. Digby (of the University) to be a member of the Medical Board for a further three years.

Mr. F. Mendo, A.R.S.M., resumed duty on November 21 as Inspector of Factories and Inspector of Juvenile Labour.

VACCINATION

St. John Ambulance Brigade

WEEKLY RETURN

The number of persons vaccinated free of charge by members of the Ambulance Brigade, up to and including Thursday, December 5, is:—

Chinese Y.M.C.A. Division	5,220
King's College Division (Old)	2,708
Railway Division	1,241
Indian Division	853
Kowloon Division	16,473
Mongkok Division	23,184
Shaikwan Division	4,052
Motor Drivers' Association Division	1,017
Chinese Athletic Division	6,369
Un Long	409
Victoria Nursing Division	195
Y.W.C.A. Nursing Division	143

Total 62,851

AIR SERVICES

Control of Local Licences

H.E. the Governor has authorised the holder for the time being of the office of Director of Air Services (who is the Harbour Master at present) to be the duly competent authority in this Colony to grant, renew and validate licences (including certificates of competency) referred to in Schedule V to the Air Navigation (Colonies, Protectorates and Mandated Territories) Order, 1927, on such conditions, pending the issue of other or further directions by the Governor, as he may think fit.

The Wireless Telegraphy Regulations set forth in Government Notification No. 375 ("Gazette", July 26, 1929) have been amended. The following addition is made to regulation 14:—

Provided that for every ship station licence, broadcast receiving licence, and dealer's licence issued in the 2nd quarter (April-June), 3rd quarter (July-September) or 4th quarter (October-December) of any year the respective licence fees therefor, hereinafter specified, shall be reduced by 1/4, 1/2, or 3/4 respectively, as the case may be: Provided also that no refund shall be allowed upon any licence fee or reduced licence fee prescribed by these regulations, nor shall any further or other reduction be made by the licensing authority.

LEAGUE COUNCIL

Date Changed In View Of Naval Parley

Rugby, Friday.
The Foreign Office been informed by the League of Nations Secretariat that the League Council meeting has been fixed for January 19, instead of January 20. This change of plan has followed as a result of Signor Grandi's representations that Italy's convenience would be met by antedating the meeting of the League Council, so that it would not overlap the meeting in London of the Five Power Naval Conference, due to open on January 21.

The Foreign Secretary, Mr. Arthur Henderson, will attend the League Council as the British representative.—British Wireless Service.

WARSHIPS IN PORT

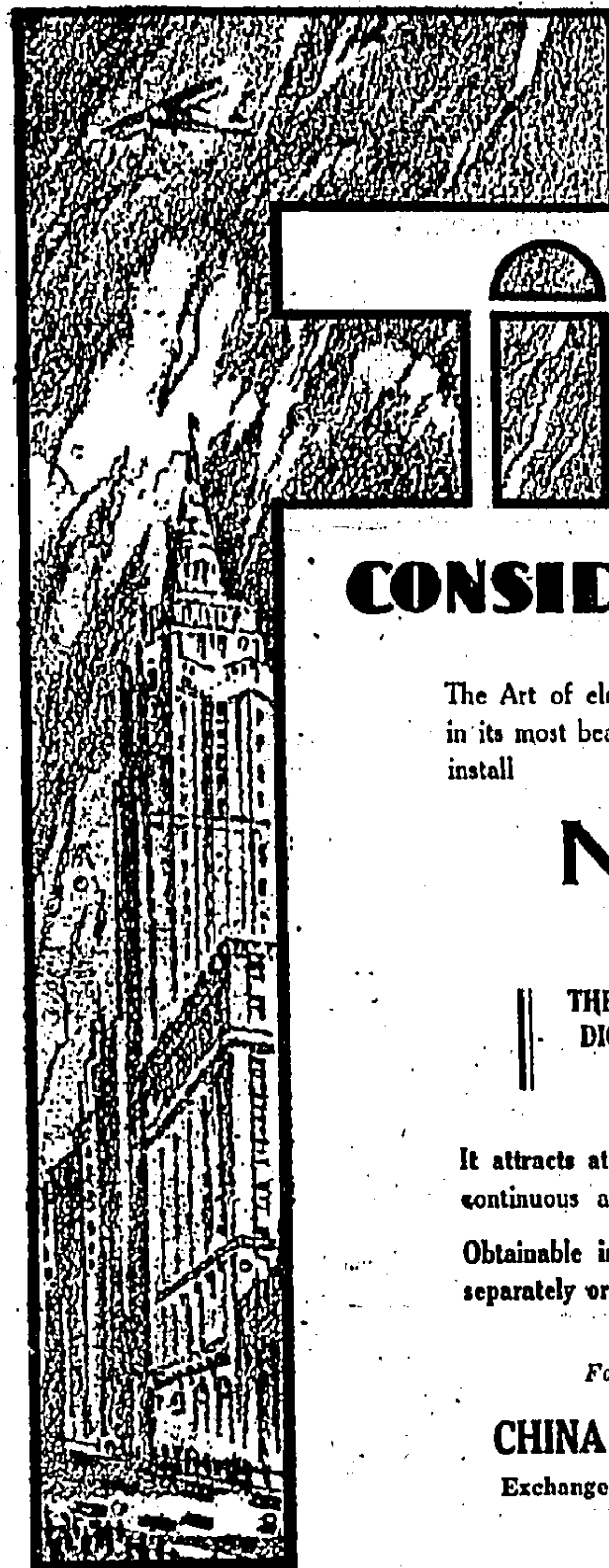
British warships in port yesterday were:—

In basin of R.N. Dockyard: "Tamar," "Cornflower," "Petersfield."

In Dock: "Marazion," "Seamew," "Magnolia,"
Whampoa Dock: "Cornwall,"
At north arm: "Iroquois," "Seraph," "Serpis."

West wall: "Kent" (flagship).
No. 4 Buoy: "Herald."
No. 5 Buoy: "Hermes."
No. 6 Buoy: "Berwick."
No. 8 Buoy: "Bruce."
No. 12 Buoy: "Stormcloud."
No. 13 Buoy: "Somme."

Foreign Men of War
Foreign men of war in port were the Portuguese gunboat "Macao," the Chinese gunboat "Hingang," and the Italian gunboat "Libia."



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CANON STREETER

Coming Lecture in the Colony

Canon B.H. Streeter, D.D., Fellow of the British Academy, and one of Oxford's outstanding scholars, and an author on religious subjects with international reputation, is due to arrive in Hong Kong on Thursday. On that date at 5.15 he hopes to lecture at the Hong Kong University on "International Questions Arising Out of the Pacific Conference," and the meeting is open to the general public.

On Friday at 5.15 p.m. it is hoped that he will address an open meeting at the Cathedral Hall on "God, Pain and Immortality," and at 8.30 a meeting for students in St. John's Hall.

On Saturday he proceeds to Canton and will return on the following Friday (20th) to conduct a Conference from 4 to 6.30 for Ministers of Religion and Educationalists in the Cathedral Hall. He leaves for England the following day.

Canon Streeter originally proposed to spend a longer time in Hong Kong, but on account of illness he has had to alter his plans. A cable from Canon Streeter is being awaited to confirm the above arrangements; if any modification is necessary a notice will be given in the papers.

An Order has been published whereby Supreme Court watchmen working under the Distress for Rent Ordinance have had their pay raised from 50 cents per day to 60 cents.

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements, set-up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 3A, Wyndham Street or Phone C. 4641.

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Silk Neckwear from 20 Cts.
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Viyella Pyjama Suits \$9.50
Viyella Shirts \$5.00

BARGAINS FOR LADIES.

Silk Stockings 4 pairs for \$1.00
Hats 30 % off
Woollen dresses and etc., \$5.00 only
White Shoes 35 Cts. a Pair
All Perfume 50 % off

BARGAINS FOR CHILDREN.

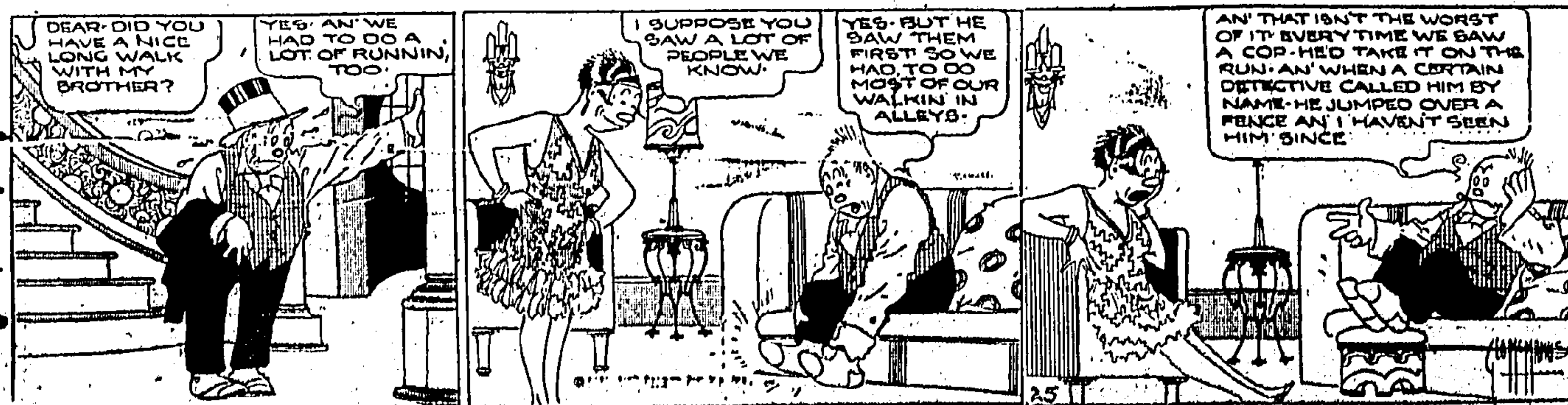
Child's Woollen Overcoat \$10.00 each
Child's Dresses 3 for \$1.00

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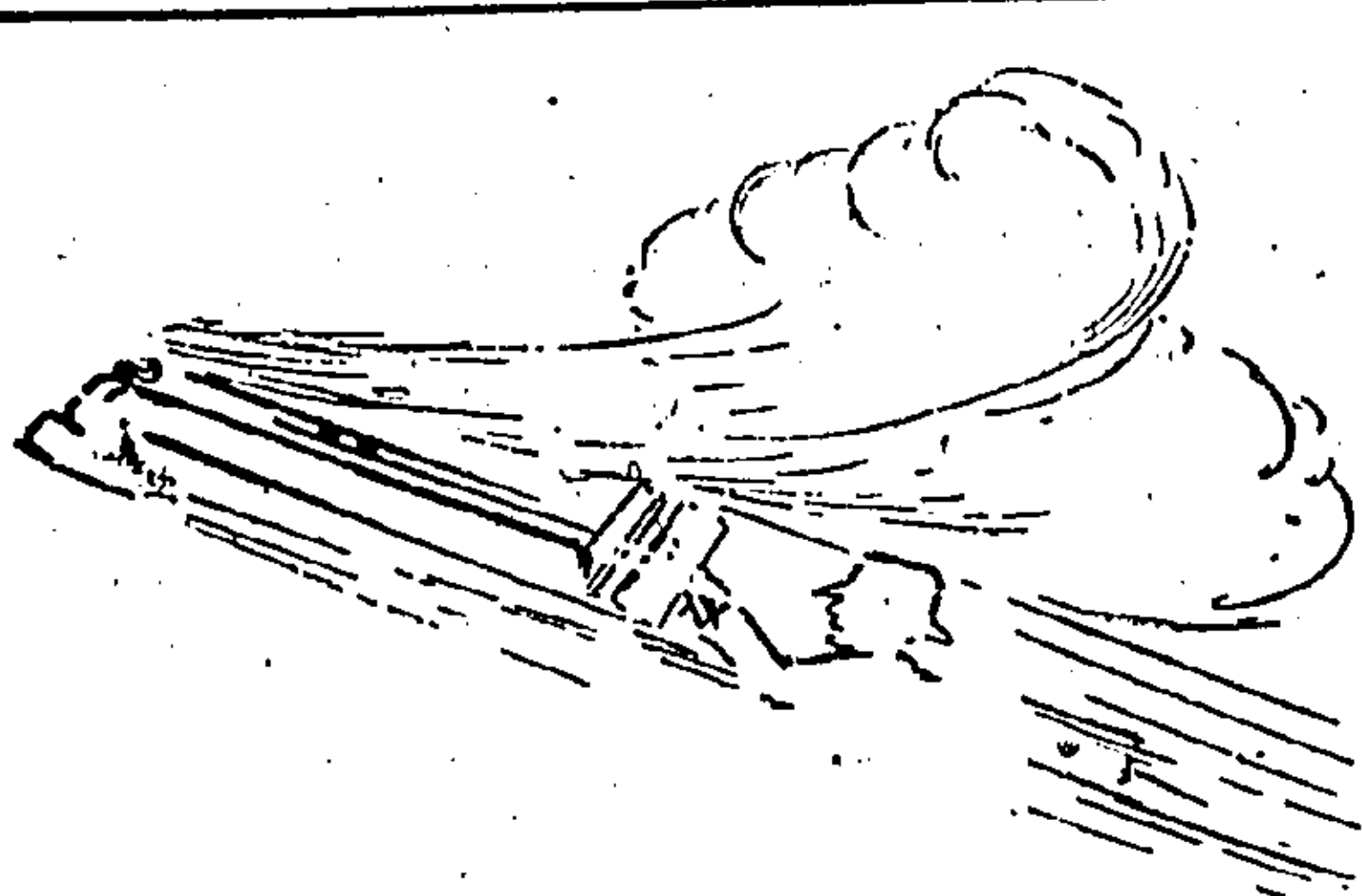
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The new Willys-Knight Great Six is the most distinguished automobile that Willys-Overland's designers and engineers have ever created. No other car of the time so completely expresses supreme mastery of modern style.

Coachwork is of a most fastidious character, worthy representative of the accomplished craftsmanship of the foremost body builders. Interiors are spacious, luxuriously upholstered and tastefully appointed, embodying many exquisite refinements of detail which result in true distinction.

Mechanically, the new Great Six is a triumph of advanced engineering. The patented double sleeve-valve engine is faster and more powerful. Other important features include Blum one-shot lubrication system, heavier seven-bearing crankshaft and full internal four-wheel brakes.

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WILLYS-OVERLAND FINE MOTOR CARS

MODERN BUSES

New Six-Wheelers For London

There has been recently introduced on the London streets, by the London General Omnibus Co., Ltd., a new type of six-wheeler, the first of three experimental vehicles. When experience of their working in traffic has been gained, the Company will determine which is the most suitable of the three to be the standard for the future, and will then begin an extended building programme. This will, of course, be carried out at the A.E.C. Southall Works, says the "A.E.C. Gazette."

The new type, which will be known as the "LT.1," replaces the "K" type introduced in August, 1919, and is, incidentally, the thirty-seventh type which has been operated by the L.G.O.C. during the last twenty years.

In interior appearance "LT.1" resembles a modern touring coach, and represents a considerable advance in the matter of comfort and efficiency.

Room is provided for thirty passengers on the upper deck and twenty-four on the lower deck. An entirely new form of moquette upholstered seat has been fitted which gives more space for two passengers side by side than in the existing buses, and which also allows ample knee room. A noticeable feature is the entire absence of grab poles, which have been replaced by grab handles fixed to the backs of the seats.

At first sight "LT.1" appears to have no interior lighting fittings.

This effect has been achieved by fitting sections of the ceiling with translucent panels which form part of the curves of the roof. When the lighting is on there is a diffused, soft glow throughout the bus sufficiently strong to allow of newspapers being read in comfort.

Ventilation has been improved by the provision on the upper deck of fourteen half drop windows and three front ventilators, and on the lower deck of eight half drop windows, and an equal number of front ventilators.

The interior is pleasingly finished in polished grey wood with panels of grey fabric to harmonise.

The exterior, which has a wide waist rail intended to provide greater security, is chiefly notable for the protection afforded to the driver by a half cab. This is the first time that this form of construction has been adopted by the L.G.O.C. A departure from practice has been made by painting the upper deck cream colour instead of the well-known "General" red, which on the new model appears only on the lower part of the body.

The engine used is the new A.E.C. "Renown" 90 h.p., 6 cylinder type, which is more powerful than those driving the present "General" buses, and capable of starting and stopping more quickly.

Although "LT.1" has been tried out on busy thoroughfares it has not been designed for use on congested routes, but rather for services in the outer districts of London where higher speeds are possible. The second and third experimental six-wheelers are larger than the first model, and more suitable for the busier services of the inner London area.

BUYERS' DEMANDS

Car Designed For Smooth Riding

Numerous factors of consideration enter into the average car owner's mind when planning a motor tour. Chief among these, especially where a long journey is planned, is the riding qualities of this car.

Experts point out that comfortable riding qualities do not necessarily depend on the type of road travelled. They state that the design and constructional features of the car are major factors in providing maximum comfort for driver and passengers under all road and traffic conditions.

Willys-Overland engineers declare that in the design of the Whippet lines of four and six cylinder cars, marked attention was centered in providing a car that would bring to the owner a new sense of comfort regardless of the

THE RIGHT OF WAY

For years I've driven little cars That skipped about the road And took me there and brought me back,

Though little class they showed. And always, like a timid soul, To weight and size I'd bow, And yield the road. But never more!

I've got a big car now.

Whenever I'd meet another car On country trail or highway, I'd slide into the muddy ditch And yield it to the dry way.

They looked so huge as on they came My confidence they'd cow. But watch me take my half the road—

I've got a big car now.

Bonnet is long and wide and tall, Its cylinders are eight, Its tyres are big as waggon wheels,

It's several tons in weight. And, oh, the warning in its horn!

That alone makes a row. The road hugs hug the ditches for

I've got a big car now. —"Sunday Times" (Johannesburg).

length of the journey. Exhaustive tests were conducted over every type of highway, these tests finally resulting in the perfection of the current Whippet lines which, among other things, have won an outstanding reputation for their superior riding qualities.

Increase in the Whippet wheelbase, longer spring length, both front and rear, oversize balloon tyres and shock absorbers have been contributing factors in the comfortable riding qualities of the car. These features, combined with full force feed lubrication, silent timing chain, inverted piston, large four-wheel brakes, and the added convenience of "Finger-Tip Control," have placed the Whippet in a distinctive position in the low priced field of four and six cylinder cars.

Thousands of owners of these striking models, many of whom had previously owned higher priced cars, state that the high standard performance of the Whippet four and sixes are comparable with cars that sell in the high price classifications.

Not alone have the Superior Whippet Cars won a wide acceptance on the part of the male drivers but women owners declare that the ease with which the Whippet is handled in heavy city traffic, parking and over the wide open highways make them ideal for all purposes.

IN CANADA

Eleven companies manufactured motor vehicles in Canada during 1928, and fourteen separate factories were in operation. Employees numbered 16,749, including 2,438 salaried workers and a monthly average of 14,313 wage-earners. In January 7,801 wage-earners were employed; then an increase was recorded each month until the peak was reached in August, at 18,886; the number then gradually declined to 11,484 in December. Production for the year reached what is described as the record total of \$162,867,495 (approximately \$25,500,000), representing some 240,000 cars.

SPEED PRINCES

Prince of Wales Does 83 M.P.H.

The Prince of Wales and his youngest brother, Prince George have both got new cars. They are of the same type, and were built by one of the best known British manufacturers who specialises in high-speed sports cars. Prince George has always used this make of car, and recently lent his brother his old model.

The Prince was so pleased with its performance that he ordered a car for his own use when Prince George bought his new one.

Both cars are low-built, black fabric saloons, whose looks belie their power. A story is told of how the Prince, as anxious as any new owner to "see what she can do," took the wheel late at night on a run back from Maidenhead. The speedometer touched 83 miles per hour before the Royal driver was satisfied that the engine lived up to its reputation.

It is Prince George, however, who owns the speed model. He is well known among the entourage of the Court as a first-class driver and a lover of speed, and only the fastest possible car will satisfy him.

Beneath the huge black bonnet of his British model is a straight eight engine of the most up-to-date, British design, with twin carburetors. It will flick over slowly with something of the regular precision of a steam engine, and at a touch of the accelerator will roar into thousands of revolutions to the minute, giving a maximum speed of over 100 miles an hour.

A Keen Motorist

On his first run in the car Prince George covered 70 miles in an hour and a half, and he has put up several better averages on subsequent runs. Rarely does Prince George let himself be driven. He drove himself even on the short journey from Buckingham Palace to the Foreign Office, which he made daily until his recent indisposition.

As a very keen motorist therefore, he took a personal interest in the design of the new car, and paid several visits to the factory while it was in the course of construction.

The interior is upholstered in dark leather, and the driving seat is low and comfortable. The front wings are of cycle type, and in order to reduce air resistance a large aluminium step under the single wide door on each side replaces the ordinary running board.

Vivid scarlet wheels and upholstery give a distinctive touch of colour to the Prince of Wales's all-British model. The power unit is of only four cylinders, in spite of the high speeds which can be obtained. A special feature of the car is the back window, which extends across almost the whole width of the body, but is not more than three or four inches high, so that the occupants cannot be overlooked from behind.

When the Prince is using the car for private journeys in London a yellow blind is usually drawn over the window, making complete the

protection from prying eyes when the car is held up in traffic.

At the Prince's previous cars have been of a type designed for smoothness and, quiet running, rather than for extreme speeds, and in town he has found the noise of the sports engine rather excessive. "But," as he is said to have remarked to a friend, "she makes up for it in the country when it's a question of saving time!"

THE REGISTRATION OF HAULAGE CONTRACTORS

The Bill concerning the regulation of road transport which is being brought in by the Government during the next few months will, believes "The Commercial Motor," embody a scheme of particular interest to haulage contractors, and we gather that it has the support of the purely haulage-contractor bodies.

Amongst its clauses are the registration and licensing, on specified lines, of hauliers before work for others can be undertaken, and a bar on hiring or contract haulage by any other parties than those genuinely in the trade and duly licensed. At the present time there are many owners who use vehicles for their own traffic and who do haulage for others as, what may be termed, a side line, and thus compete with the bona-fide haulier, and this often at rates which are economically unsound.

There is much to be said in favour of the scheme, although it is bound to meet with considerable opposition. In few other trades is price-cutting so rampant, and it may be that with more thorough organisation the whole status of the haulage industry could be raised. On the other hand, it will undoubtedly constitute a hardship if the user whose own haulage work occupies but a small proportion of the possible working time of his vehicle be enforced to keep it idle. It may be, however, that, in such instances, there could be a combination of interests to permit some measure of co-operative use and thus avoid vehicle-capacity wastage.

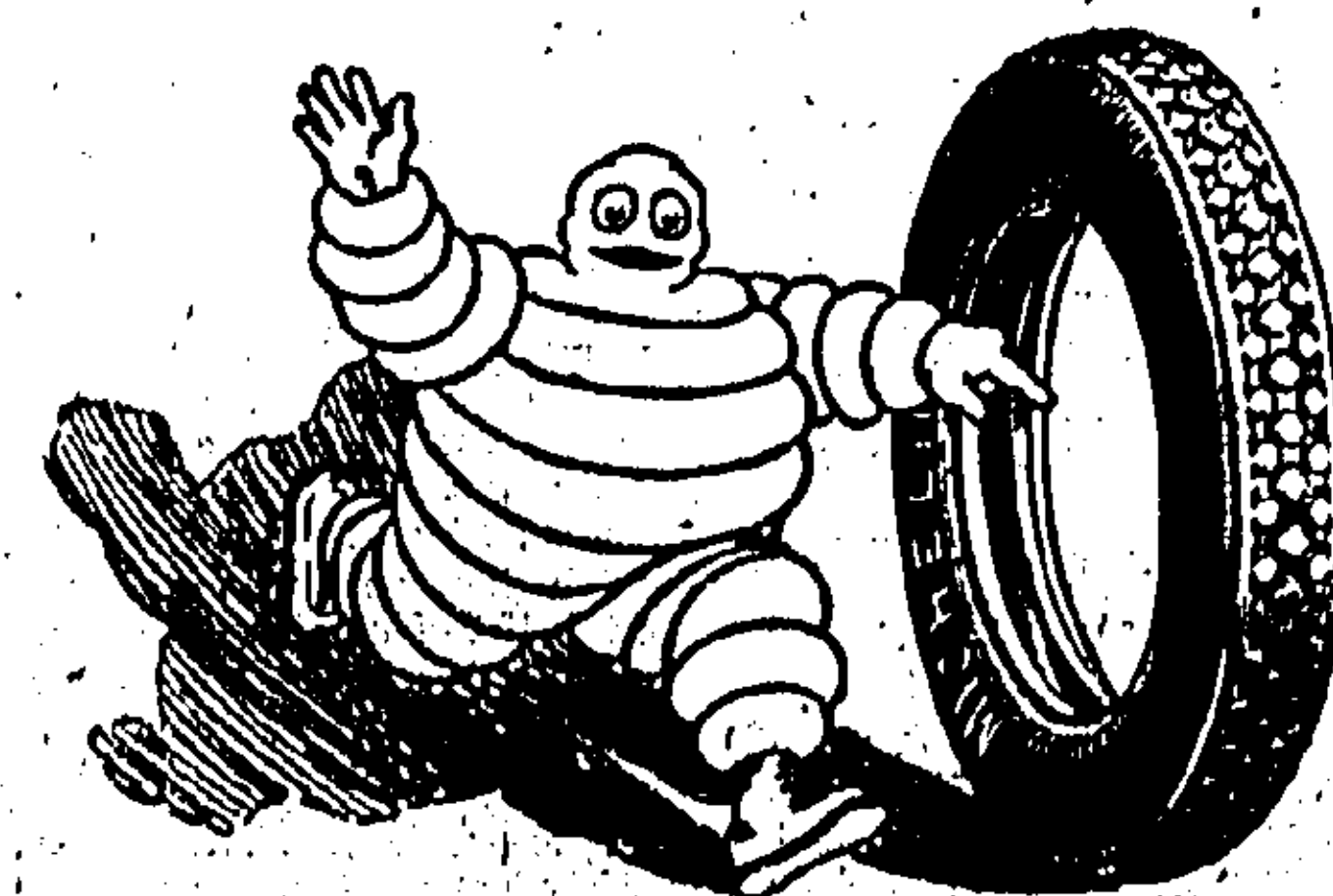
DEAF DRIVERS

Agitation against the issue of driving licences to deaf motorists has no basis either in fact or experience. The deaf motorist is compelled to drive with his eyes and dare not take risks. Experience has shown that the deaf are therefore extraordinarily safe drivers. This statement is made in a new edition of a handbook, "The Problem of the Deaf."

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the Motor that never fails you

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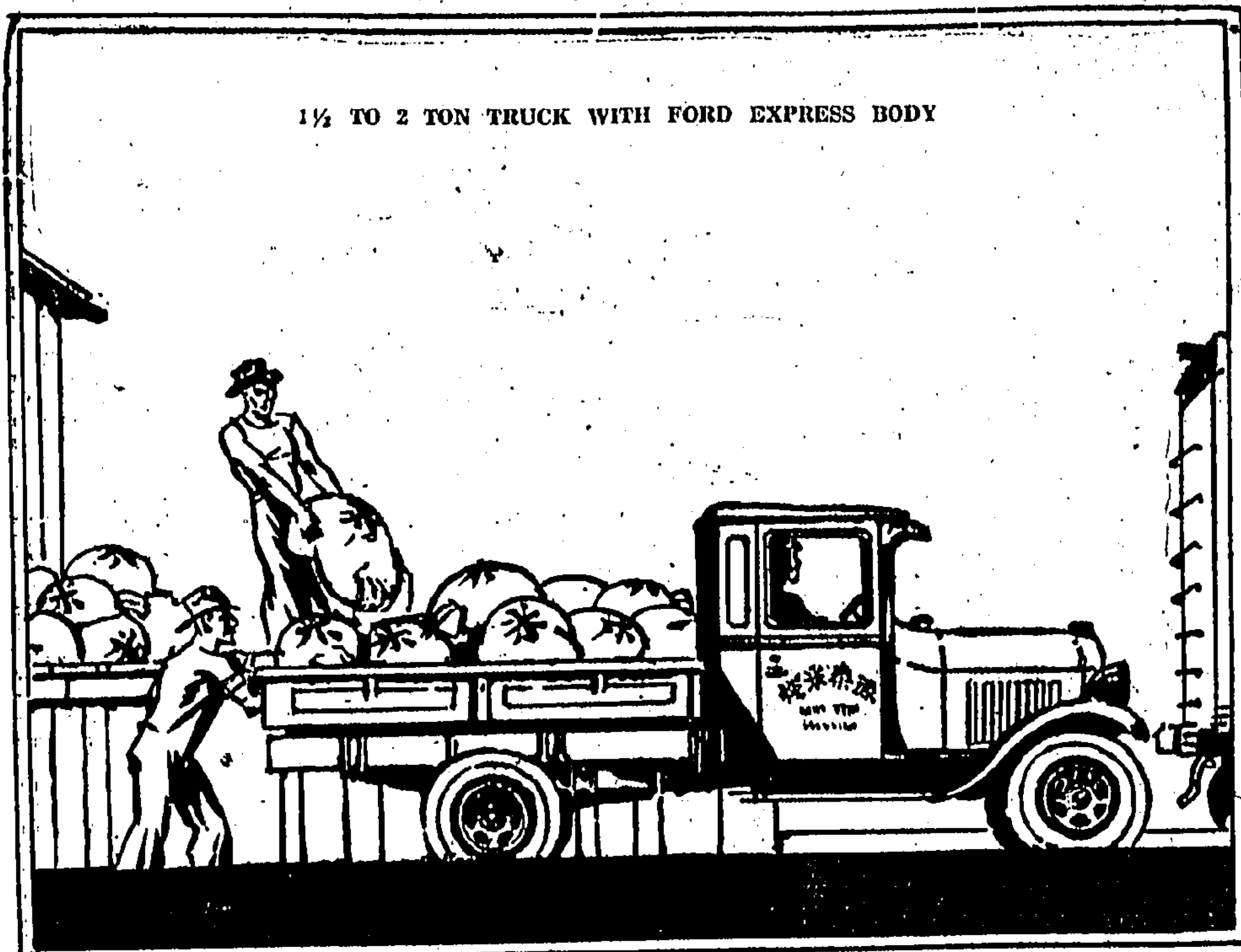


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THE NEW FORD TRUCK

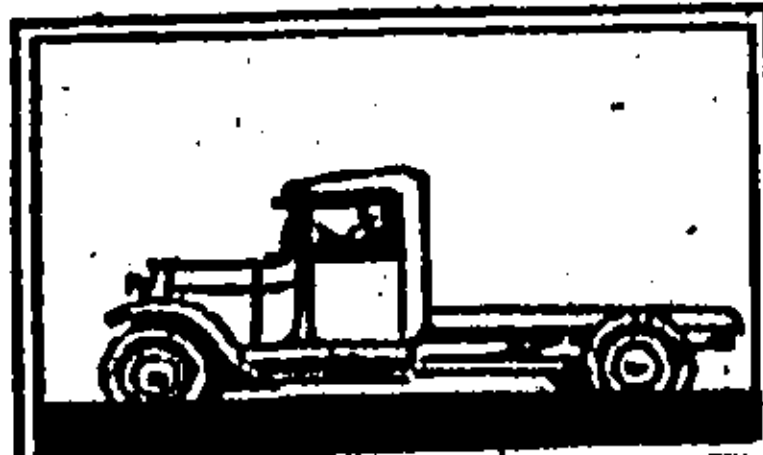
Moder haulage conditions determined its features

THE new Ford truck is much more than an assembly of power and carrying capacity. It is designed to be a partner in modern business. A transportation-unit built with an understanding of what is needed most in transportation. A truck that will serve with speed and safety and thorough-going economy.

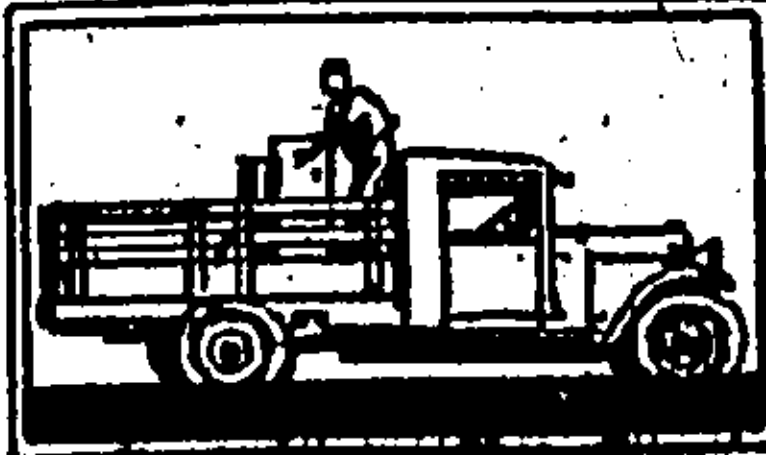
But the most remarkable thing about this handsome, powerful new truck is the price. When you see such sturdiness and quality of material and such precision in a truck, such well-conceived and well-built features everywhere in engine, chassis and body, you will marvel that such thorough quality can be purchased at such a low price. Only the tremendous resources of the Ford Motor Company make it possible.

And only Ford resources and the Ford dealer organization can make such efficient, reliable quick service available at moderate rates. Every truck-owner wants the guarantee of dependable service. No matter where you are, you can get Ford service with its remarkable low cost and high quality.

Whatever you are considering a 1½ to 2 ton truck for, discuss it with the local Ford dealer. Let him go over the details with you and show you the economies that begin with the purchase of this modern haulage unit.



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MOTOR RACING 27 Records in 500 Miles Race

The 500-miles race at Brooklands recently, which attracted British, German, and Italian entries, resulted in twenty-seven international class records being established. Never before have so many records been broken by motor-cars in one race.

The timekeepers of the British Racing Drivers' Club refuse to release the actual times and speeds, preferring to wait for international confirmation.

Five records were set up by the Austin No. 8 car in Class II and five in Class D by the Bugatti, which, however, was not included in the list of official finishers. The Austin's records were for 200 kilometres, 500 kilometres, 500 miles, three hours and six hours.

THAT BUDGET CONCESSION TO ROAD TRANSPORT

It has not been realized by everyone connected with road transport, points out "The Commercial Motor," that the small concession proposed by Mr. Winston Churchill in the second half of the Financial Act was

dropped by the present Government when it refused to concern itself with this particular portion. Mr. Philip Snowden, M.P., the present Chancellor of the Exchequer, has, however, given an assurance that the matter of this concession shall receive attention in his Budget.

It was proposed that the rate of duty for goods vehicles of which the unladen weight is over 2 tons but does not exceed 2½ tons should be reduced from 440 to 235, with the existing rebate of 20 per cent. in cases where the vehicles are equipped with pneumatic tyres.

There is some hope that the

Chancellor will see his way to helping road transport to a large extent than this, and "The Commercial Motor" suggests that, in addition to the particular concession to which we have already referred, this could be affected by increasing the rebate where pneumatic tyres are employed. This is of particular importance in the case of the heavier classes of vehicle, the equipping of which with pneumatic tyres would involve the owners in considerable expense, and yet it is their use on these very machines which would do so much towards preventing excessive wear and damage to the roads.

MOTOR ENGINES

Coil Versus Magneto Ignition

With Olympia still in being, I ought to be raving about some of the attractive new motor-cars which we are all either going to buy, or going to forget as fast as possible, seeing that nobody will give us more than 30 per cent. of what we paid for our present car in 1928. But in actual fact, these justifiable ravings shall be postponed a little, since I notice that a good many people are perturbed about the prevalence of coil ignition on so many modern cars. They have fallen in love with some 1930 chassis, but notice that it has no magneto. In the old days, coil and accumulator ignition had a most unsavoury reputation. They have possibly encountered a little mild trouble with the batteries on their present cars, though these batteries do not supply ignition trouble; and they are so nervous on the subject that they meditate switching over their preference to some less attractive car which retains magneto ignition.

Case Simple

The pros and cons of this controversy are perfectly simple. Coil ignition is often a trifle cheaper than the magneto, which is a great attraction to makers who are faced by ferocious competition. It affords a wider range of spark control, i.e., of flexibility, to most engines. It normally facilitates starting up an engine, as its spark is fierce at low speeds, whereas a magneto spark is weak until rather a higher rate of revolution is attained. It is always simpler to get a car running after derangement of coil ignition than it is when a spare magneto has to be procured. On the other hand, the magneto is nowadays quite amazingly reliable, whereas the accumulator is the Achilles' heel of coil ignition. Accumulators have a useful life of about two years on the average in motor-car service. Some careful drivers will keep an accumulator in good order for five or six years; but the average owner does not top up his cells with distilled water every month, and if his engine sputters on a cold morning, he keeps the starter button pressed until the cells are exhausted. So, on an average, two years is the life of the cells. Should an accumulator fall on the road, the car is stranded—minus heater, minus lamps, and minus ignition. This is a serious ordeal, which actually befell me recently. The full-charge gadget on my dynamo broke down on the Continent. I had perforce to continue with the dynamo running at half-charge. Shortly after landing at Dover, I found myself involved in twisty lanes and inky darkness with cells so nearly flat that I could either blow my horn, or run my engine, or use two microscopic side-lamps; but under no circumstances could I perform any two of these three desiderata simultaneously. If the car had been attacked with magneto trouble (which is unusual), I could at least have parked it with lamps burning until a tow was procurable. To be stranded hopelessly without lamps in dark lanes is a fearful ordeal.

Conditions Not Ordinary

It will, however, be noted that the conditions of my ordeal were quite out of the ordinary. My full-charge gadget was to blame. It failed 1,500 miles from England, when I had no time to get it repaired by a local electrician. I took a sporting chance which failed by 15 m. to get me safely home. If I had not gambled, or if I had been fractionally more fortunate, all would have gone well. I should have stayed an hour in Dover, hired a spare accumulator containing a full charge, and all would have been well. But I could not possibly have installed a spare magneto in one hour, even if a spare magneto to fit the car had been obtainable; against which the odds were probably hundreds to one. The real point is that one always receives ample warning of serious trouble with coil ignition; I received it, and defied fate, receiving deserved punishment. With the magneto disaster descends out of a cloudless sky like a thunderbolt from Jove.

Moreover, it is possible to protect a car against trouble with coil ignition. You may have trouble with (a) the contact breaker; (b) the coil; (c) the distributor; (d) the accumulator. Points (a), (b), and (c) are common to magneto ignition; if you substitute "armature" for "coil," every serious trouble with the contact-breaker or distributor of a magneto is almost unknown; the same applies to the corresponding items of coil ignition. Turning to (b), a spare coil for coil ignition is cheap, compact, and easily carried; but one cannot well carry a spare armature for a magneto, though this is the item

CARBURATION

Importance Of Lubrication

A lean mixture, containing too much air and an insufficiency of fuel, causes the engine to misfire, and popping occurs at the carburettor, with consequent poor running of the engine.

The so-called "tuning" of a carburettor consists of adjusting it to give it the correct explosive mixture at all speeds, and with present-day fittings this is not a very difficult undertaking. A high-grade motor fuel is necessary to obtain satisfactory carburation.

By removing these vapours, the possibility of their condensing within the engine and causing trouble is eliminated. For each pound of petrol burned in an engine nearly 1.5 lb. of water is produced, most of which passes out of the exhaust valve.

However, a certain amount leaks past the pistons and rings, and particularly when the engine is operated cold some moisture probably mixes with the oil on the cylinder walls and is carried down into the crankcase. Unburnt fuel enters the crankcase by substantially the same routes, although in this case the major portion probably is carried down by the oil on the cylinder walls.

Even when these materials get mixed with the lubricating oil, crankcase ventilation is a factor in getting rid of them. The reason for this is that whenever the engine is operated long enough to get warmed up the temperature of the oil also rises and some of the fuel and water in it is vapourised and eliminated by the ventilating system. This action is of particular importance in winter, when some means, such as thermostatic control or radiator shutters, are provided for regulating cooling water temperature.

The crankcase is no place for water, as it interferes with the oil circulating system, particularly in winter, and, when present in vapour form, it condenses on the working parts under certain conditions and causes corrosion. The presence of some unburnt fuel in the oil is not an unmitigated evil, as it undoubtedly assists materially in giving easy starting in winter, but nevertheless it is desirable that the amount of dilution be controlled. To get rid of water vapour form, a number of car makers are now providing positive crankcase ventilation, use being made in most cases of the vacuum in the intake manifold.

From an economy viewpoint the lubrication of chassis details can hardly be overdone, and liberality here means clean bearings and absence of wear and noise.

With tyres we all want long life, but it is a mistake to endeavour to obtain the very last mile from covers. To do so is to take risks and to rob driving of half its pleasure, while the economy in use may not be obtained if the tube is ruined when the cover finally fails.

If operators of commercial fleets find it unprofitable to run any detail to destruction, how much more should the owner of a car used largely for pleasure purposes exercise a wise liberality?

Free Garage

The new way of garaging a car for the winter. It has been done, and is being done. It is possible to pawn your car in London; if you know which pawnbrokers take cars. So all you do is to ask for an advance on it, the pawnbroker keeps your car, and you can take it "out" again in the spring. No garage fees, no trouble.

which may strand any car at any moment; one cannot carry it because it is very expensive and requires skill in replacement.

In other words, if the owner takes care of his accumulator, he will never be stranded with coil ignition, and he will have warning of any trouble before it becomes serious. I blame designers for not incorporating a socket into which any improvised four-volt electricity supply can be plugged in emergencies; it would be so easy to use even flash-lamp cells in emergencies. And this should certainly be done on all cars intended for use in countries where garages and power stations are few and far between.

No Sound Objection

For the rest, there is no sound objection to coil ignition. But the user should attend to his accumulators, charging them up well all the year round; topping up the cells with distilled water at least monthly; breaking oil films in the engine with the starting handle on cold mornings before he operates the electric starter; and using his electric starter with judgment. For overseas use in the Dominions, coil ignition deserves the preference. For home use it merely needs a sensible owner—R. E. Davidson in "The New Statesman."

LIKE LIGHTNING

Contact Breaker In A Car

The high degree of precision required in present automobile engine ignition systems is indicated by the fact that at 3,000 revolutions per minute of a six-cylinder engine using a six-lobe distributor cam, the contacts are opened and closed 150 times per second, remaining each time in contact approximately 4-1,000ths of a second. This was pointed out by Mr. J. T. Fitzsimmons, of the Delco-Remy Corporation, at a recent national meeting of the Society of Automotive Engineers. At 4,500 revolutions per minute of the engine the time interval has been reduced to 26-10,000ths of a second. During this interval that the contacts are together, they must make intimate contact without chatter, as this would interfere with the flow of current between them, thus causing a weak spark at the plug or even a complete miss at high speed. This breaker mechanism must make and break perfectly, approximately 10,000 times per car mile if the engine is to run smoothly, or 1,000,000 times in 100 miles.

Average Conditions

Under average conditions, a car should run at least 10,000 miles without the contacts needing adjusting, which means that the distributor contacts have closed and broken the electrical circuit at least 100,000,000 times. It is not unusual for a driver to get 15,000 miles, or 150,000,000 operations, without adjustment.

At top speed, on an American eight-cylinder car having two plugs to each cylinder, the two circuit of each coil 250 times per second. Five hundred and sixty sparks per second are fed into the distributor from the ignition coils, are sorted into pairs, and sent to the spark plugs in each cylinder in the proper order at the correct time. If they fail to do this, the performance of the engine becomes noticeably rough.

Details Involved

The foregoing figures, continued Mr. Fitzsimmons, indicate that more is involved in this breaker mechanism than a pair of contacts, one of which may be fastened to any kind of a lever. The lever to which the movable contact is mounted must be rigid and light. It must be free from any period of vibration within the engine speed range, and should operate without objectionable noise. Sufficient tension must be supplied through the spring which holds the contacts together, yet this pressure must not be so great as to cause excessive wear on the rubbing block, which is that part bearing against the cam.

It might be well to state in this connection that lubrication of the circuit-breaker cam is becoming more and more important as speeds increase and as the operating temperature of the distributor has been raised. As a wear or 6-1,000ths of an inch on the rubbing block of a distributor may cause erratic ignition, it is essential that the wear be kept as low as possible.

FIRST-AID ON ROAD

At intervals of 2½ miles along the 121 miles of motor road from Berlin to Leipzig via Halle, telephones connecting with the nearest repair station have been installed, mounted on a white post and enclosed on a box. Motorists can receive a key to the telephone by paying a yearly fee of 15 marks. The repair stations are obliged to have some one on duty day and night, and to summon physicians and ambulances in case of injuries to persons.

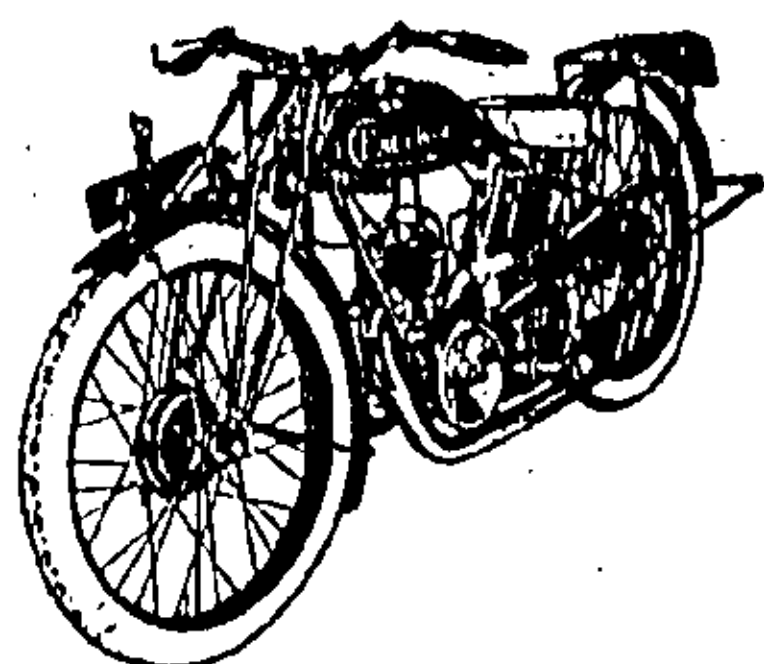
This Berlin-Leipzig stretch is the first to be thus equipped by the "Autohilfe" or "Auto Help," recently organized through the cooperation of the main Automobile Clubs and the National Association of the Automobile Industry.

The next routes to be equipped will be those from Berlin to Magdeburg and Berlin to Neubrandenburg. By the end of the year it is planned to have similar emergency telephones on all roads leading to Berlin for a distance of about 120 miles. The system will be developed in like manner from other large cities, and plans call for the completion of the system on every main automobile road in the country within five years.

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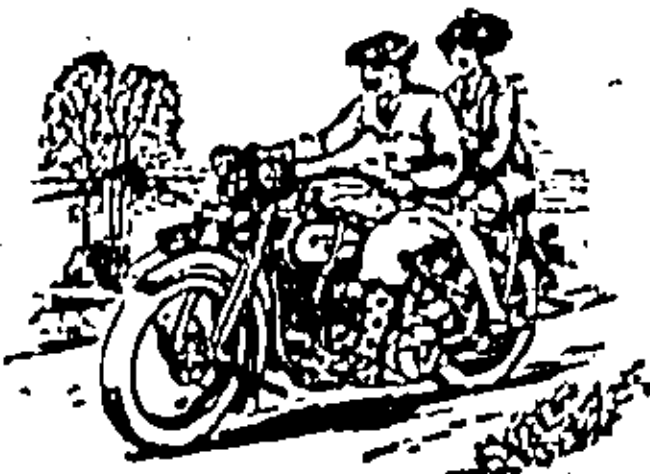
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A GOOD ASSORTMENT OF SPARE PARTS AND ACCESSORIES IN STOCK

HOME GARAGE

Attention to Floor And Fittings

Those who do much home repair work on their cars seldom complete the tasks without covering themselves with dirt and grease.

The trouble, while difficult to prevent, can be greatly minimized if care is given to the condition of the garage floor, and if suitable fittings are installed for the prevention of untidiness.

Untidiness, somehow, has the effect of promoting dirt, yet it is simply remedied by providing receptacles into which things that are and are not wanted can be placed.

Not wanted items have a habit of congregating, and a good receptacle for them in the garage is an old oil drum with the top cut off. Periodically it can be emptied of its contents, and it will be found particularly useful for oily rags.

The garage floor has a tendency to accumulate dropped oil, and this is difficult to remove once it has soaked in, and always remains grimy.

A strong mixture of washing soda, applied with a mop, will clean up most of the oil, and the floor should be kept sprinkled with sawdust. This will absorb dropped oil, and can be easily swept out at intervals.

For storing spare parts and equipment often used, shelves are best, but lack of carpentry skill, or the fact that the walls are brick, often deters a motorist from trying to build them.

In these cases the best thing is to install a "nest of boxes," a number of wooden boxes nailed together. It can be made a few minutes, and any grocer will supply the boxes for a few pence each. Petrol or paraffin cases serve excellently.

They may be simply nailed side to side but a better arrangement is to place two boxes vertically, side by side, as a base, and nail others sideways across their top.

The tall base boxes then serve to accommodate tall objects, such as pumps and jacks. If desired, flap doors and compartments can be added, and one division can be set aside for the storing of clean rags.

Those who wish for a better looking job can secure it by using a plane and sandpaper, and by giving the boxes a coat of paint.

PRINCE IN APPEAL

Courtesy of Drivers on Roads

The Prince of Wales was the guest of the evening at the twenty-fifth anniversary banquet of the Commercial Motor Users Association in London recently. Proposing the toast of the association, he said he felt rather frightened in the company of so many experts to say that he thought it was suitable that they should have asked a private motor user to propose that toast. Twenty-five years ago there were less than one thousand motor-vehicles on the road. "To-day there are more than four hundred thousand vehicles on the road for passenger and goods traffic, and throughout this period of amazing progress your association, which shares with the Royal Automobile Club the patronage of the King, has been looked up to as the big representative of heavy motor traffic."

Noises and Smells

The Prince referred to a book which had been sent to him about trials for heavy motor-vehicles held in Liverpool in 1898. "Even in those early days special attention was paid to noise, smell, visible vapour, or other nuisances when driving. Although some of us may wonder if there has been very much improvement in that direction we have to admit a very substantial advance. In the average speed of commercial motor-vehicles. We find that competing lorries in 1898 were required to reach a speed of only six miles an hour in class one and four miles an hour in class two."

"Who could have visualised twenty-five years ago the extraordinary situation as we know it to-day? Well-maintained fleets of commercial motor vehicles are on the road enabling—with due deference to our railway companies—manufacturers to transport raw material from place to place with a minimum of handling and disturbance to the community. Even a bigger development which your Association has helped is the motor-coach services of Great Britain. This is one of the most striking features of the roads at the present time, as it brings to thousands of people who would not otherwise have the opportunity of transport by road."

A Hospital Story
The Prince said he would tell the company a story of a friend of

MAKING PISTONS

Material Free From Defects

Piston material must be free from all defects, and exactly suited to the use for which it is intended. Hence, a special analysis of grey iron is employed. The co-efficient of expansion of this material is that of the cylinder block. In other words, the rate of expansion of both piston and cylinder block is about the same. The advantages of this material include the minimising of the possibility of scored cylinders, piston slaps when the engine is cold, and excessive oil consumption. At the same time this material provides a uniformly long wear. It is thoroughly seasoned to prevent warping and carefully machined.

Close fitting of pistons within the cylinder and component piston parts, is a characteristic part of Hupmobile's manufacturing programme. The pistons themselves are held to within remarkably close limits within the cylinder. Pistons are weighed and selected in sets of uniform weight within 1-16 of an ounce.

Even the piston pins share in this meticulous fitting. Each pin is round to within one ten-thousandth of an inch and carefully fitted to ensure smooth, quiet operation and long life. To obtain this close fit, a special process is used.

His who became involved in an accident when a fellow collided with him going at a very great speed. My friend was very badly injured and the driver of the other car was hurt even more. They were both taken to the hospital. The first thing that the other driver said when he came to after two days was: "I hope I have not lost my nerve." My friend said: "If I could only afford it I would give that fellow a horse and let him try his nerve in Leicester-shire!"

Commercial users of motors could impress on their employees to give room to those vehicles built for another purpose and enable people to keep their appointments by not blocking the road. "This problem of the road is a very serious one," said the Prince, "and it may be very much more serious if the commercial motor users and the private motor users do not get together and co-operate and prevent this becoming a very great battle of the roads."

DODGE NEW SIX SEDAN

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MOTOR NEWS
From Road & Showroom

Benign Concern

The General Motors concern has insured the lives of its employees for \$80,000,000.

Dancing While You Wait

A service station in Dorset clears its floor for dancing from 8.30 to midnight each evening.

Wireless for Taxis

Taxis are about to make their appearance on New York streets equipped with radio receiving sets.

Scaremongers Please Note

According to the Royal Commission report in England, 89.03 per cent. of accidents occur at less than 20 m.p.h.

Buses and Boxes

The London G.P.O. is making arrangements for a number of buses serving certain outlying villages to carry post boxes.

In Hungary

As from September 1 all motor fuel used in Hungary must consist of 80 per cent. petrol and 20 per cent. alcohol.

5,000-Mile Road

The longest highway on the North American continent, over 5,000 miles in length, is planned for Canada. Starting at Halifax, the road will be built north of Lake Superior, in a wild, uninhabited country, to Vancouver, through the Rocky Mountains all the way.

Protection of Pedestrians

At a joint meeting in England of the Cyclists' Union, and the Federation of Rambling Clubs, it has been decided that "in view of the serious danger of motor traffic an association be formed for the defence of public rights, especially of pedestrians."

Where Do They Go?

It is stated that during the first six months of 1929 American motor vehicle production reached the stupendous figure of three million four hundred thousand, and the total for the year will probably be over the five million mark. It is estimated that one million of these vehicles will have been shipped overseas.

Less Noise—Please

The Minister of Transport requests all road users in Britain to refrain from using horns of an exceptionally strident and disturbing note.

Havana Ambition

If the regulations of a decree issued by the Mayor of Havana regarding street noises are strictly enforced, Havana will become one of the quietest cities in the world.

Postmen on Two Wheels

A number of motor cycles fitted with light van bodies for the collection of mails from street pillar boxes have been put in service in Brussels by the Belgian post and telegraph authorities.

A New Atmosphere

A Kentucky doctor says 20 per cent. of patients in the U.S.A. are suffering from the effects of "the saturation of the atmosphere by carbon-monoxide gas, due to the national habit of using motor cars."

And Quite Right, Too!

An order has been issued by the Commissioner of Police to the effect that all ranks of the London Metropolitan Police Force who use their own motor vehicles must insure themselves against third-party risks.

In Czechoslovakia

At the beginning of the year there were 25,111 cars registered in Czechoslovakia, as compared with only 17,262 at the commencement of 1927—an increase of 7,439, or over 45 per cent. In two years. Of the total, 15,515 are stated to be of Czechoslovakian manufacture, 2,410 are American, 2,347 French, 2,200 Italian, and only 124 hail from British factories.

A Fast Woman

Following her successful crossing of the North Sea with her husband in a motor boat, Mrs. G. M. Stewart has now established three new records at Montlhéry track in a 1,100 c.c. Morgan. She covered the 50 kiloms. at 99.75 m.p.h., 60 miles at 100.61 m.p.h. and 100 kiloms. at 99.9 m.p.h. Mrs. Stewart now proposes attempting to cover 100 miles within the hour.

Cars Per Head

In the County of Holland, Lincolnshire, there is one vehicle to every 7.5 persons, compared with one to every 26 persons in the rest of England and Wales.

Roadstone Imports

The National Federation of Granite and Roadstone Quarry Owners of England reports that during the first six months of this year the imports of roadstone from foreign countries declined by 51,868 tons as compared with the corresponding period of last year.

Cross Not Cross

In Iowa thousands of drivers have been stopped on the roads by the sheriff's officers and presented with a red card bearing these words, "I have watched your driving over a distance of several miles. You drove sanely, safely and sensibly. Good-bye! Good luck!" —G. E. Cross, Sheriff.

Catching Car Thieves

The A.A. telephone boxes in England have often played a part in capturing car thieves, notably in a recent case where a member informed the Birmingham office of the organization at 9 a.m. that his car had been stolen. The news was telephoned to a number of roadside boxes, and in less than an hour a scout recognized the stolen car, telephoned the police, and the car was stopped two miles farther on.

Foot Change Gains Footing

The foot gear change vogue has started on the Continent. Many foreign racing machines are now fitted with this type of change. This practice of gear-change was more or less generally adopted in the three Isle of Man Tourist Trophy Races last June, where the necessary operations in assisting the machine to "get off the mark" quickly called for such equipment, so enabling the rider to keep his hands on the bars. Probably some ingenious inventor will one day put on the market a purely automatic gear-box, which changes itself when the correct speed in the lower gears is reached. We had this in a motor car, but nothing seems to be heard of it now.

A Compliment

It may fairly be regarded as a high compliment to the famous Derby firm that no fewer than ten of the leading French coachbuilders bought Rolls-Royce chassis on which to mount their special bodywork for exhibition at the Paris Automobile Salon in October. Including cars shown on the stand occupied by Rolls-Royce, Ltd., 16 Rolls-Royce cars were on view at the exhibition in question.

Train Speeds

Prominence is given in Britain to the fact that in the Argentine a railway train is said to have made a non-stop run of 775 miles in 20 hours 37 minutes at an average of 37 1/4 m.p.h. Eliminating the few stops made by the Union Limited, the South African Railways and Harbours may claim an equally good performance from Johannesburg and Capetown.

For Bolts and Studs

A mixture of flake graphite paste will be found useful for applying on any bolts and studs which are subjected to considerable heat. The composition is excellent for the threads of spark plugs when inserting into cylinder head. This will avoid adhesion of the metal and will also prevent leakage. Still a third and very important effect produced is that the plug can be removed easily when desired. If a mixture of flake graphite paste is prepared and kept on hand, it will serve other purposes, too.

Disraeli Said It

"The luxuries of one generation become the necessities of the next," said Disraeli. Now, effectively the history of the automobile proves him right. A thought that pervades many quarters of motordom these days. The vehicle itself is luxurious. Split the car up into smaller units and the same thing is revealed. Bumpers were a luxury only a few years ago. Now they are a necessity. Rear view windows likewise were the special equipment of a small number of cars. Now many countries require them by law.

Sparkling

The new German Dornier flying-boat has 216 sparkling plugs.

Italy's Way

In Italy 50,000 men are to be employed in constructing 40,000 miles of road.

Indian Enterprise

Radha Krishna Jaidka, taxi operator in India, has a fleet of 70 Erskine Six touring cars and has ordered 50 more.

Petrol Drinkers?

The number of intoxicated motorists in New Jersey has increased by 2,000 per cent. since prohibition came into force.

Pan-American Highway

An American delegation is being sent to Rio de Janeiro to be present at a conference to discuss principally the early completion of a Pan-American highway, linking the extremities of the two American continents. At the conclusion of the conference the delegates will make a tour to study road developments in Uruguay, Argentina, Chile and Peru.

Records at Montlhéry

Leon Duray, the American driver, in mail week at Montlhéry, with his Packard Cable Special, succeeded in obtaining one world's record—10 miles—and four Class F international records. They were as follows: 5 kiloms. at 137.488 m.p.h.; 5 miles at 137.2 m.p.h.; 10 kiloms. at 136.314 m.p.h. These records previously stood to the credit of E. A. D. Eldridge.

The Million Mark

1,500 British workpeople are employed at the works of the Goodyear Tyre and Rubber Co., Ltd., at Bushy Park, Wolverhampton. Six per cent. of them, it is stated, were unemployed minors. About 8,000 tyre covers and air tubes, besides some 2,400 lb. weight of tyre accessories, are produced during every working day of three shifts of eight hours each. The building of the factory was commenced in October, 1927, at the end of last month the mill, month tyre, with the ceremony due to the occasion, was produced there.

Canada's Concrete

Canada now has 1,820 miles of concrete roads.

Two-Car Families

It is stated that 3,000,000 families in America own more than one car.

The Modern Oasis

There is a service station, it is reported, at most oases in the Sahara Desert.

Increased Imports

It is stated that the import of motor petrol into Germany has risen by about 175 per cent. during the last four years.

In Cuba

Regulations pending in Cuba will practically rule solid tyres off the roads. As a result, a large increase in sales of pneumatic tyres and wheels to carry them is expected.

A French Pillon Ban

Pillon riding in France having become popular, French motorcyclists are alarmed at the decree issued by the Paris Prefect of Police forbidding children to be carried on any two-wheeler.

H.P. in Britain

Over 65 per cent. of all cars registered in Great Britain are less than 14 horsepower. Of all the cars in use in the United Kingdom 26 per cent. have 12 horsepower engines, the next largest class being the 14 horsepower car, which constitute 12.6 per cent. of the total. Nearly two per cent. are seven horsepower or less.

Mr. Lansbury's Ride

Mr. George Lansbury, the First Commissioner of Works, visited the chief repairing works of the London General Omnibus Company at Chiswick on November 2. Mr. Lansbury asked many questions, and entered the driver's cab of one of the "buses" to see how it felt at the wheel. He was very interested in the very latest model that Lord Ashfield, chairman of the Underground Group, had one brought out, and with Mr. Lansbury and several friends cruised round the test track.

Real Speed Cops

Speed tests have been carried out at Brooklands by the Flying Squad of the Metropolitan Police.

Taking Notice

Factory officials have been giving attention to the upward trend of petrol taxes in some States. If these taxes become a burden on the car owner it is believed that action will be taken by the motor vehicle makers.

Hill Climbing

In a hill-climbing competition recently held in Brisbane, Australia, a six-cylinder, four-speed Graham-Paige made the best time, ascending Mount Coot-tha, 1.15 miles, nine seconds faster than the next best car.

Buses Boycotted

Bethlehem Congregational Chapel at Rhos, near Wrexham, has passed a resolution asking all its members to refrain from patronising a railway company's motor-buses until a beer advertisement which appears on the buses has been removed. The church, which is one of the biggest in the district, has asked other churches to support its action.

Heavy-Oil Aero Engine

It is of distinct interest that very satisfactory results are said to have been obtained by the Junkers aircraft concern in flights made with the firm's new heavy-oil engine described as the first European compression ignition engine to take the air. At 1,300 r.p.m. the engine is stated to have given 850 h.p. Fifteen hours were flown, including an unbroken stretch of eight hours, and the fuel consumption is given as about 25 per cent. less per h.p. kilometre than that of a comparable petrol engine, a performance which provides food for thought as to possible future developments.

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SHOWING ITS PACES

Guy Lorry In Australia

A Guy 30 cwt. "ON" type lorry, loaded with 300 gallons of petrol, recently left Melbourne for a 375 miles journey to Mildura. Its total laden weight was just over 3 tons 10 cwt. It arrived at Ballarat (77 miles) at 9 p.m. on the same day, but the actual running time was only 4½ hours.

This section is rather hilly, but the truck proved to be an excellent climber, third gear being only used three times and second gear once. The maximum speed was 20 miles per hour, with an average throughout the journey of 17 m.p.h. At 6.30 a.m. the following morning the journey was continued for 96 miles, when a stoppage was made through shortage of petrol. Replenishing, the journey was continued, and Avoca was reached at 9.15 a.m. After a stay of a quarter of an hour the journey was made to St. Arnaud (161 miles). The road from Ballarat was dry and in places the surface was very bad. All hills were taken on top, third gear being only used once, and then over a very uneven stretch. The day's journey was completed at Lascelles. After leaving Donald the road traversed was unimproved practically the whole of the distance to Woomelang (249 miles) and at times bad patches of drift sand were traversed.

The journey was resumed the next morning at 8 o'clock, and from this time on was full of excitement. Sand, bad pot-holes, deep ruts, etc., were encountered, but the GUY surmounted all obstacles with surprising ease. From Ouyen (299 miles) it was necessary at times to deviate from roads in course of renewal and travel through the virgin Mallee. One such detour of 1½ miles was so bad with deep, loose sand that third gear was used the whole of the distance. During this stage a private car was found badly bogged, but the GUY extricated it from its predicament and continued the journey. Mildura was reached at 3 p.m.

A remarkable feature about the whole journey was the fact that not one drop of water was added to the radiator, and the water level proved to be the same at the end of the journey. The average speed throughout the whole of the journey was 18.3 miles per hour, and the petrol consumption worked out at an average of 13.4 miles per gallon.

DEATH AT WHEEL

Conductor Averts Crash

A bus conductor's presence of mind in stopping his bus when the driver collapsed was commended by the Cheam (Surrey) Coroner (Mr. F. J. Nightingale) at an inquest on the driver, William Penn, aged 51, of Earlsfield, London, S.W.

The conductor, Richard Chinery, of Merton Park, said that Penn had complained of not feeling well before the bus started. While he was collecting fares in London Road, North Cheam, he noticed the bus slow up and veer to the offside of the road. He jumped off, ran to the front, and applied the brakes. Penn had collapsed in his cab.

Dr. Greene said that death was due to fatty degeneration of the heart, which was a difficult condition to diagnose, and might cause death at any moment.

In reply to the coroner, a representative of the London General Omnibus Company said that drivers were medically examined before beginning employment, but not again unless they complained of illness or had been ill.

Recording a verdict of death from natural causes, the coroner said that it was fortunate the accident happened in a quiet place. Its consequences were minimised by the conductor's prompt action.

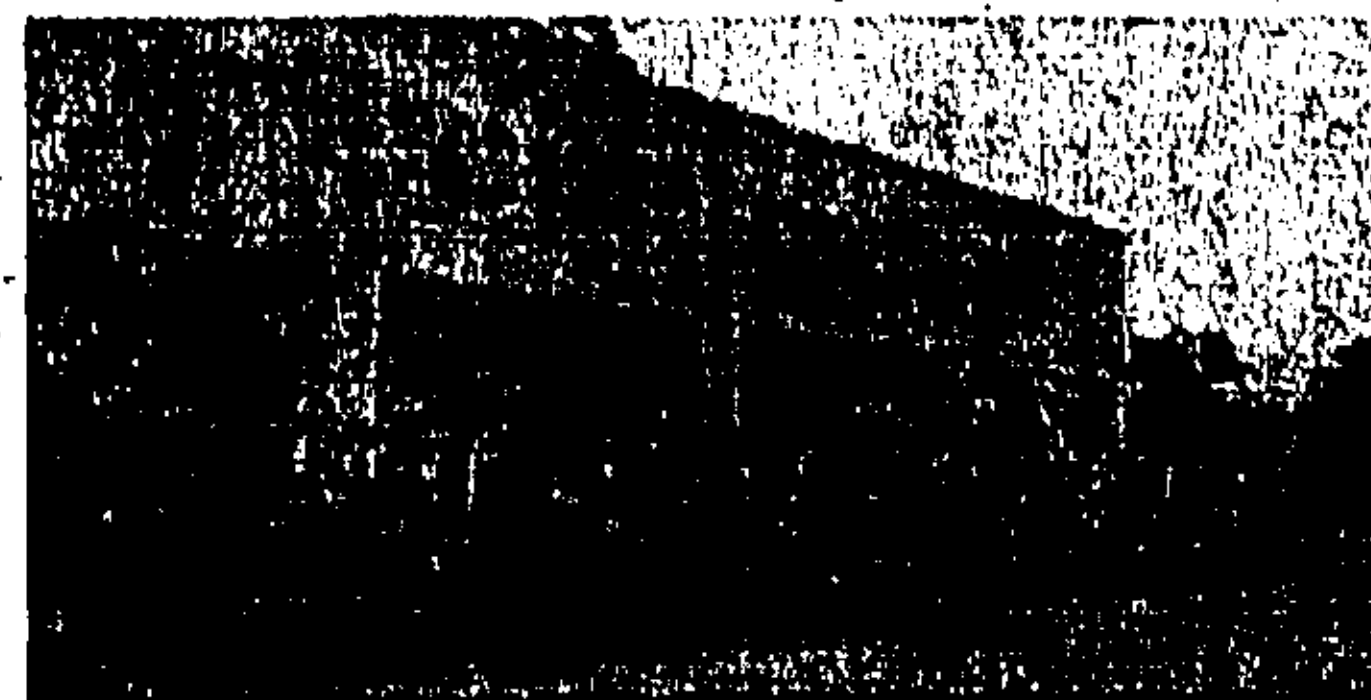
WHY SPEED LIMIT FEARS?

Referring to the projected new Traffic Bill, "The Motor" refers to the policy of delay adopted by the late Government, and states that the fears entertained centred mainly on the abolition of the speed limit and public opinion thereon. Our contemporary remarks:

"There is really no reason why the present Minister of Transport should entertain any qualms of conscience in abrogating a speed limit of 20 miles per hour. He has only to bring to his mind the fact that members of the public in very large numbers are now making journeys on the roads in motor coaches which travel over long distances at speeds varying from 20 m.p.h. to as much as 40 m.p.h. and that the passengers expect these journeys to be accomplished in schedule time.

"The speed limit" can well go, and in its place we should have in the new Bill a clean-cut, reasonable definition of dangerous driving, free from the ambiguity of the present one which was conceived in a spirit of panic."

New Fords Used For Immigration Service In Texas



Fleet of 10 Ford sedans, pictured above, recently delivered, to the Immigration Service for Morgan-Woodward, San Antonio, Texas, dealers replacing cars of other makes. This new Ford fleet is in use by immigration inspectors, mostly in the Laredo district, where they are called on to be ready for trips at all hours over all kinds and conditions of roads. According to William A. Whalen, district director of Immigration, the new cars are rendering most satisfactory service in every way possible.

MOTOR LAWS

New Regulations At Home

"During the war (writes a correspondent) I was vastly intrigued by the sight of a confidential map of London which bore a series of mysterious red dots. These marked the places where the German Zepps and Gothas had planted their presents upon the citizens of London. This week I have seen a map very similar in conception. The main point of difference is that it is embellished by many more dots than the others.

The chart to which I make reference is to be seen at Scotland Yard and it is covered with death dots in various colours, blue if a motor-car or cycle was concerned, black for a tram-car, green for a cab, red for an omnibus, and so on, for London's traffic takes a far greater toll of life than that ever contemplated by the Germans.

One very large map is an eight-years record of death dots to give the authorities still further guidance to the death traps. This record proves that the deadliest place in the country of London is High Street, Camden Town, where, at a point just above the Cobden statue, 17 lives have been sacrificed.

The Angel at Islington has a record nearly as black. More than 70 deaths are spread along Commercial Road.

Death Trap

There are frequent death traps also in Whitechapel Road, Mile End Road, Vauxhall Bridge Road, Old Kent Road and Oxford Street.

The lesson of the maps is that the accidents occur where the traffic is heaviest and most congested, and not in places where it is fastest. By the exhibition of more "Please Cross here" notices, by rearrangements of stopping-places for omnibuses or trams, by the provision of more refuges and improved plans for controlling traffic, it is hoped to reduce the toll of life in all these places.

In several places rotary traffic is still regarded as experimental, but it bears the test of figures well. The number of fatal accidents has been reduced in the centres where roundabout traffic is in operation. The deaths are down so far by about ten a year. That is considered to outweigh a slight increase in people injured.

The official view is that the increased pace of the traffic at these places is teaching the public to be more careful. Londoners in the main have their own carelessness to thank for the increase in road tragedies.

Busy But Safe

The Ministry of Transport does not accept the view that as motor vehicles increase in number a corresponding increase in accidents is inevitable. One of the safest spots in the busy parts of London is Hyde Park Corner, where, on a busy day about 72,000 vehicles pass in twelve hours. Yet in three years not one person has been injured fatally there in crossing the road.

Officers with years of experience in busy centres are practically agreed that London's chief fight in the battle for safer streets is a fight against common carelessness. Many of them are convinced that in view of the recklessness and absent-mindedness which thousands of pedestrians display daily, it is surprising that the number of people killed is not even greater.

Abolition of the Speed Limit
London's traffic is so well regulated that where accidents occur the driver of the vehicle concerned is usually found to be practically blameless. Outside the congested area, however, conditions are naturally different and a Bill dealing with these problems will probably engage the attention of Parliament during the coming session.

The principal changes in the law which it will provide for are understood to be—Abolition of the present statutory speed limit; Compulsory insurance for third-party risks; and physical fitness certificates for drivers.

MOTOR TRADE

Attacking A U.S. Preserve

London, Nov. 5.
Leaders of the motor industry were rather disappointed at the cautiousness of Mr. J. H. Thomas's references to that subject in his speech on unemployment, and the implication that the only stimulus to the export of British motor vehicles which the Government could furnish was in the form of a change in the basis of taxation.

The talks between the Minister and the manufacturers, however, have not come to an end. It is understood that there will be another meeting in about a fortnight's time, when a number of concrete suggestions will be submitted to him.

While it is true that the Society of Motor Manufacturers and Traders has pressed the view that motor transport bears more than its fair share of taxation, and that, say, a 25 per cent. reduction in the horsepower tax would help them to compete in the Overseas markets, that is by no means the only way in which they believe that the Government could legitimately assist the industry.

Canadian Market

At the next conference Mr. Thomas will probably be invited to consider whether the better trade relations with Canada, which he hopes to see established, cannot include motors as well as cotton, coal, and steel.

Canada, as a market for cars, is now an American preserve, although many Canadians would choose British cars if prices were at all comparable. We cannot expect Canada to allow British cars in duty-free entirely, but she might give free entry to engine units or chassis, which would be assembled and finished by Canadian labour and with Canadian material.

There is also the question of the export of what are really American cars by way of Canada. These vehicles have only to prove themselves 25 per cent. Canadian in order to enjoy the benefits of Imperial Preference here and in the Dominions. It will be suggested to Mr. Thomas that the standard of 50 per cent. British in labour and material, which Canada now applies to the cotton goods of Lancashire, might, with at least equal fairness, be applied to motor vehicles which seek to receive preferential treatment.

As regards taxation at home, (says the London "Daily Telegraph," motoring correspondent) I am able to state that what the Society of Motor Manufacturers and Traders asked for was a lower horsepower tax and the financing of new road construction by issues of bonds. They have neither suggested nor approved any increase of the petrol tax.

the speed-limit for motor-cars has been carefully examined. While the Transport Ministry has come to the conclusion that the present statutory limit should be abolished, power is to be retained to prescribe limits of speed in particular areas.

In the absence of a general speed-limit, motorists will become subject to a stiff penalty if convicted of reckless, negligent, or dangerous driving, as it is the view of the Ministry that this will afford better protection for the public, and will make for greater safety on the roads than a speed-limit.

The question of compulsory insurance against third-party risks has been engaging the attention of the Government. Ministers are desirous in favour of legislative action to ensure that claims for injuries or damage when fully established, should be met.

It is proposed to require from every applicant for a driving licence a declaration of physical fitness. Any deliberate misrepresentation when filling up the form will be punishable with a severe fine.

It seems that at long last we are really to have some motoring laws.

"SAFETY FIRST"

Joint Duty To Avoid Accidents

The Lord Chief Justice (Lord Hewart) commented on the law relating to negligence by motorists and contributory negligence by pedestrians when summing up to a special jury in the King's Bench Division.

Mr. Joseph Dancier, of Orsett-terrace, Paddington, had sued Mr. Ernest Lionel Hollis, of New Pond Farm, Rulph, claiming damages for personal injuries.

On May 16 last Mr. Dancier was crossing Regent Street, when he was knocked down by the motor-car driven by Mr. Hollis. He received a fracture of his left arm. The defence was that Mr. Dancier was negligent, as he crossed the road without looking, and without heading traffic. It was stated that there was frozen snow on the road, and that when the brakes were applied the car skidded forward with the back wheels locked.

Lord Hewart said that the word "negligence" was used in ordinary conversation, and probably the persons who used it meant by it nothing more than carelessness. In law negligence had a definite and restricted meaning.

In order to be satisfied that there was negligence of an actionable kind, the jury had to be satisfied that the defendant did something which a reasonable person would not have done, or had omitted to do something which a reasonable person would have done. The burden of proof was on the person who complained of negligence.

The fact that one person was in fault would not dispense another person from the duty of exercising ordinary care, but if the defendant could, by the exercise of ordinary care and diligence, have avoided the accident, the plaintiff's negligence would not excuse the defendant. There might be circumstances in which it was true to say that what was complained of was the result of the simultaneous and combined negligence of plaintiff and defendant.

No Fault of Both

"We learn in the nursery," said Lord Hewart, "that if two children spill the jam by something which they are both doing the governess may say with perfect truth, 'This is the fault of both of you. You, John, and you, Mary, are both to blame, and you are naughty children.'"

The word "contributory" which had been used in the case, was one of the most misleading expressions known to the common law. It was misleading because, when it was used in this kind of context, it meant something different from what it meant in the ordinary parlance of life.

"You can imagine," said Lord Hewart, "the misleading consequences of using that word 'contributory' about negligence when the law is, and common-sense is, that it does not matter if a man was negligent unless it is true to say that but for the negligence the accident would not have happened."

The jury's task was to decide who was responsible for the accident, remembering that both the plaintiff and the defendant had the duty of avoiding, if possible, the consequences of negligence on the part of the other.

Referring to the fact that Mr. Dancier was crossing from the footpath to a street refuge, Lord Hewart said that in those days of "safety first" people were exhorted to look both ways before crossing the road, and the jury must decide whether Mr. Dancier's acts were consistent with the behaviour of a reasonable and prudent man. If they were satisfied that Mr. Dancier looked up the road before he started to cross and found the road clear, could they say that he was negligent for not continuing to look to the right or not looking to the right again? Mr. Hollis has applied the brakes, the car skidded. What more could he have done?

The jury returned a verdict for the motorist, Mr. Hollis, and judgment was entered accordingly, with costs.

PEDESTRIANS

"Taking Drivers By Surprise"

A verdict of accidental death was returned at the inquest at Hackney, on Thomas Waterloo Francis, 75, of North Street, Bethnal Green, who was killed when a lorry skidded and overturned in Victoria Park Road, South Hackney. The driver was exonerated.

The coroner, Dr. Edwin Smith, said that "elderly people" and sometimes even young people, were absent-minded, and stepped off the kerb without noticing the traffic.

"If a pedestrian does that," he added, "as a lorry is coming along, and takes the driver by surprise, then the driver cannot be blamed for what happens. The driver has a duty to the public—that of taking care—but the public also have a duty."

"EQUAL RIGHTS"**Lord Cecil's Claims For Pedestrians**

"The deaths and injuries received on the road are an evil comparable to any of the evils which human society was struggling against," declared Viscount Cecil of Chelwood. He was presiding at the inaugural meeting of the Pedestrians' Association at Essex Hall, Strand, when "safety for all legitimate users of the highways" was called for.

Mr. Herbert Morrison, M.P., the Minister of Transport, sent a letter stating that the representations of the association in regard to certain recommendations contained in the first report of the Royal Commission on Transport would receive careful consideration, in connection with any legislative proposals which he might introduce relative to the regulation of motor traffic.

"What we want," said Lord Cecil, "is fair play and equal rights on the highway. We have no hostility to other users of the roads. When we look at the terrible figures of accidents—more than 6,000 people were killed and 200,000 were injured last year—we are struck by the fact that 20 per cent. of the victims were pedestrians, but the innocent driver of a motor vehicle should also be protected."

Three Points of Policy

"I ask three things: "That some test should be imposed upon drivers before they are allowed to drive."

"That we should make some closer definition of what is described as 'dangerous driving.'"

"That any person guilty of dangerous driving should have his licence suspended normally without any further discussion."

"A person who drives dangerously should not be allowed to drive at all. His licence should be suspended without any further discussion."

He would regret, he went on, the unqualified abolition of speed limits, and he opposed those who said that speed in itself was not a danger. In a crowded country like ours it was absurd to say that driving fast was less dangerous than driving slowly.

"It was a monstrous shame that the unhappy users of the highways were left no means of going safely. In his own village children walked through country lanes to school, having been cautioned by their parents. 'Poor wretches, they all crowd into the ditch to avoid passing cars.'"

Mr. F. Lawell Jones, coroner and M. P. for Flintshire, wrote urging that first and second-class

U.S. PROGRESS**Production And Export This Year**

The production and export figures of the U.S. automobile industry (including Canadian output) are supplied to this paper as follows:

4,443,350 motor vehicles, i.e. 3,831,045 passenger cars and 612,305 trucks have been produced by the United States Automobile Industry during the first eight months of the present year, while 3,236,364 motor vehicles, or 2,847,630 passenger cars and 378,734 trucks were turned out in the same period of 1928, showing an increase in production of 1,206,986 motor vehicles for January to August, 1929.

Foreign sales during the first seven months of 1929 figured 715,134 motor vehicles (488,173 passenger cars and 226,961 trucks), or 18.2 per cent. of the production. In the same period of last year 482,732 motor vehicles (380,543 passenger cars and 102,279 trucks), or 17.6 per cent. of the production, were exported.

NEW YORK AUTOMOBILE SHOW

The 30th annual Automobile Show will be held at Grand Central Palace, New York, from January 4-11. There will be displays of 240 models, representing 46 makers of cars, i.e. 42 makers of domestic cars, 2 domestic cabs, as well as the showing of Mercedes-Benz and Voisin, foreign automobiles. There will also be shown for the first time the new Cord, the Marquette, the Roosevelt, and the Viking.

In addition to these exhibits, there will be more than 200 displays by accessory manufacturers and makers of shop equipment.

roads should have a footway wide enough for two pedestrians and kept in as good a condition as the roadway.

Dr. A. Salter, M.P., said that if the speed-limit was abolished the present death-rate would go up by leaps and bounds. "It will be a 'murderous incitement' bill. We must protect the ordinary pedestrian users of the road against excessive speed."

"Many little villages, he said, 'have been turned into little hell on earth by the reckless motorists, and I can see the elements of first-class war between the motorists and the people because I have witnessed some ugly scenes on the road.' (A Voice: "There will be a civil war.")

DRIVER ACQUITTED**No Evidence Offered By Prosecution**

At Nottingham Assizes Edward Henry Coughtrey, 32, a Nottingham crisp potato merchant, was indicted on a coroner's warrant for the manslaughter of William Ayres Astle, a fireman who was employed by the London and North-Eastern Railway Company.

In the proceedings before the magistrates it was alleged that the accused drove his motor-car negligently on a wet night and knocked down Astle, who was fatally injured.

The magistrates held that there was no evidence to warrant his committal for trial, but the coroner's jury had returned a verdict of manslaughter.

Dr. Tinsley Landley, for the prosecution, said that after communicating with the public prosecutor and having regard to the magisterial decision, he did not propose to offer any evidence.

Mr. Justice MacKinnon, expressing his agreement with this course, directed the jury to return a verdict of not guilty.

Coughtrey, who had been on bail, was discharged.

ROADS — £38,000,000 !

Dealing with the recent speech by Mr. J. H. Thomas, in which he outlined plans for road schemes, "The Motor" remarks:—"£38,000,000 is a large sum to set aside for road works, and it will be well to differentiate between the sanctioning of the expenditure and the actual commencement of much of the work."

"What has happened in this matter up to now is that Mr. Herbert Morrison, the Minister of Transport, has been in close touch with the highway authorities and has invited them to submit programmes of work on Class I. and Class II. roads. In response to this appeal a number of highway authorities have submitted schemes which are under consideration."

"There is no doubt that the schemes will be expedited as much as possible in accordance with the Government's policy of finding work for the unemployed, but at the moment most of them are in the form of proposals only and these have to be considered in relation to the ability of the local authorities to contribute to the cost, and the amount of grants available from the Road Fund."

ON THE FILM**Lorries Which Mud Cannot Stop**

The modern motor vehicle's capacity to go anywhere and do anything, with or without roads to move on, was graphically illustrated in a film shown at the Savoy Hotel, London, on November 4 before a gathering which included representatives of the Home, Indian, and Dominion Governments, as well as of the various branches of the transport industry.

Lorries were shown carrying heavy loads through Australian mud in which ordinary cars were bogged to their axles; in other pictures tractors hauled big guns across the roughest country, and cars with what looked like giant sausages in place of wheels crawled through and over deep snow with the agility of skiers. There were instructive pictures of the immense organisation behind our omnibus and passenger coach services.

At the lunch which followed Sir Edward Iliffe explained that the object of the film, which had been produced by "Motor Transport," was to enlighten the general public as to the immense present and future possibilities of the motor vehicle. It was planned, he said, to have it exhibited in schools and universities at home and also to send it abroad for display in all parts of the Empire.

The Hon. Sir Arthur Stanley, chairman of the Imperial Motor Transport Council and of the R.A.C. Sir Edward Crowe, Comptroller-General of the Department of Overseas Trade, and Mr. J. Maughling, president of the Society of Motor Manufacturers and Traders, all expressed warm approval of the film and promised hearty co-operation in its use.

Others present included Sir George Beharrell, Sir Edward Manville, Sir Roland Nugent, Brigadier-General Peck, Director of Mechanisation at the War Office, and Lieut.-Colonel Hacking.

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Spectacular as Chevrolet's achievements have been in the past, notable as its engineering triumphs have proved themselves to be, this remarkable New Chevrolet dwarfs every previous conception of Chevrolet accomplishment.

And not only does it introduce into the low-price field an entirely new measure of performance, comfort, beauty, and style, but it is sold at prices so amazingly low as to alter every previous conception of motor car value.

See this new car — ride in it — and you will be just as enthusiastic in your praise of it.

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The new Chevrolet Phaeton. The top can be easily and quietly lowered.

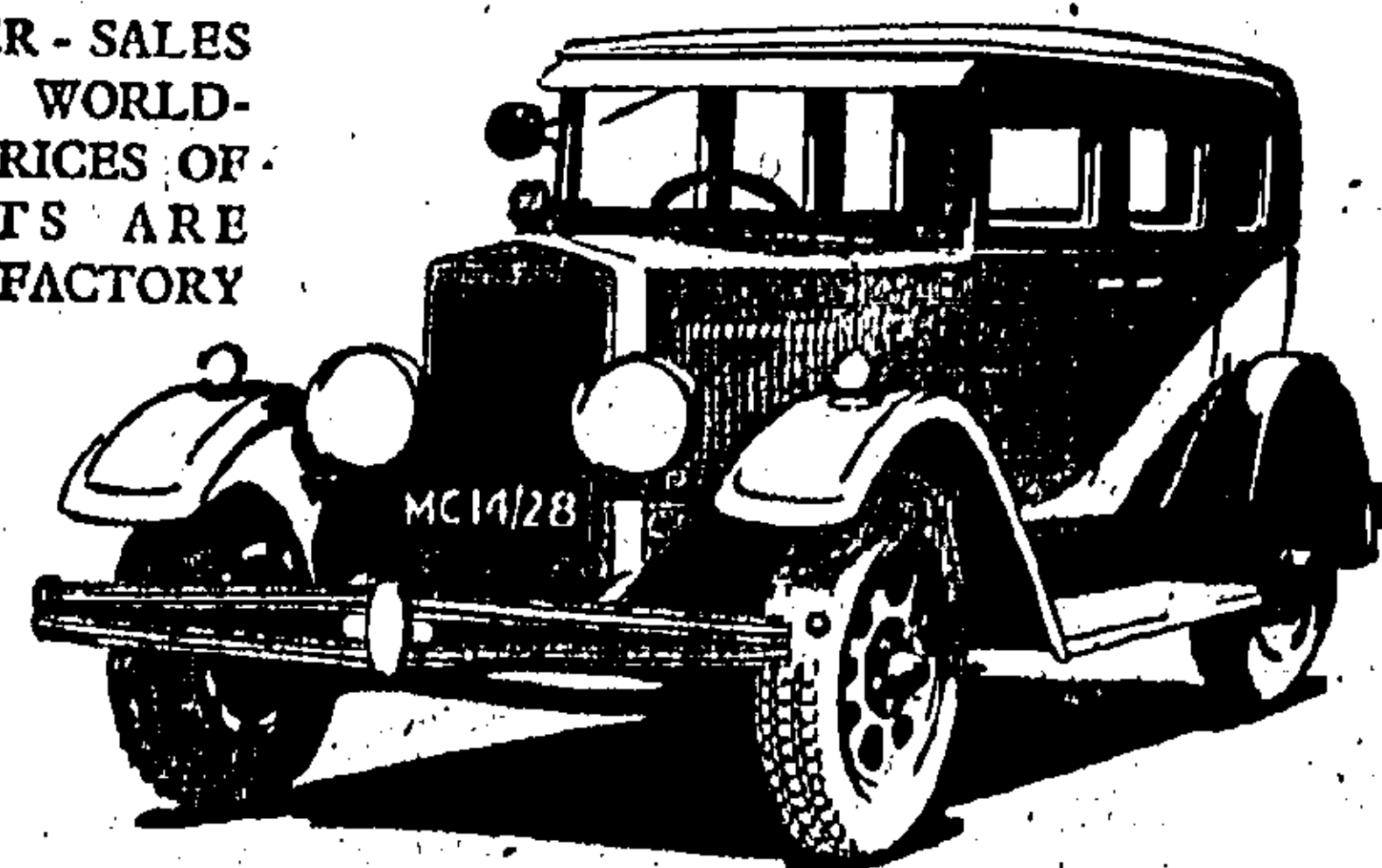


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Hongkong Sunday Herald

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DISMISSED SEAMAN PECULIAR CASE AT MARINE COURT MASTER CHARGED

Uncertainty About Application of the Shipping Act

ALLEGED INSOBRIETY

A peculiar case, said to be the first one of its kind in 30 years, and of vital importance to the Shipping community, was heard yesterday morning at the Marine Court.

Among the salient points arising out of the case was the mention made by Mr. G. W. Coysh, Deputy Shipping Master, that no master of a vessel is allowed to sign on a man without referring the matter to the Harbour Master.

Mr. R. Sutherland, of the Indo-China Navigation Company, was also present in Court.

THE MAGISTRATE PUZZLED

At the Marine Court yesterday morning, before Commander G. F. Hole, R.N. (retired), the case against Charles Alexander, master of the s.s. "Yat Shing," adjourned from Tuesday last, was resumed. The defendant is charged with that he whilst being a master on board the s.s. "Kwai Sang" on July 24, left behind in the Colony Harold Vittol King, a seaman, before his engagement was terminated; that he discharged the same seaman without the sanction of the Harbour Master, and without making the provision for his subsistence and maintenance; that he discharged the same seaman in a place other than the Mercantile Marine Office; and also, that he shipped on board another seaman, Albert Dunn, in a place other than the Mercantile Marine Office.

Mr. G. W. Coysh, Deputy Shipping Master, prosecuted. The defendant was represented by Mr. E. Davidson.

"Not Guilty" Plea

The defendant entered a plea of "not guilty" to all charges.

In evidence Mr. Coysh said Harold Vittol King was signed on the articles of the s.s. "Kwai Sang" as second engineer on March 28, 1929. The articles were signed on board the ship while in Hong Kong harbour. The articles should expire on September 9, but on July 24, the defendant, dismissed Harold V. King on...

His Worship:—How do you know that?

Mr. Coysh:—There is an entry in the official log, which I now produce, to the effect that Harold V. King, when being spoken to by the Chief Engineer in my presence, appeared to be under the influence of liquor. When asked about it, he (H. V. King) admitted that it was true. At 11.10 a.m. the same day, the defendant dismissed King for insobriety. That was on July 24.

Insobriety

An entry was put on the article by defendant, at the time when King signed off, stating that King had been dismissed for insobriety. The article was signed off by the defendant and not by an official of the Mercantile Marine Office.

The "Kwai Sang" left Hong Kong according to the official log, on July 24 at 1.34 a.m. King was left behind, and witness added that he had seen the man himself.

Again according to the official log book, witness said that Albert Dunn was signed on by defendant as second engineer. The articles were signed at sea at 3.24 p.m. on July 24. There were no official counter signatures on the articles. Later witness corrected himself and said that there was a counter signature by the British Consul at Shanghai. No report, however, was received at the Mercantile Marine Office at Hong Kong.

Severe Examination

Mr. Coysh was then subjected to a severe cross-examination by the solicitor for the defence. Witness said that even if King, the discharged engineer, had been brought to the Mercantile Marine Office on that day—July 24—for the purpose of being signed off, he would not have done it. "Not even if the man was being dismissed for insobriety," he added.

Mr. Coysh then explained that no seaman could be signed off for insobriety during the currency of his articles, unless the order came direct from the Marine Court.

Mr. Davidson asked witness if he knew that King was dismissed by the defendant on the instructions of the owners. Mr. Coysh said that he had no knowledge of what took place between the defendant and his employers.

New Man Signed On

Asked to describe the procedure in his office, Mr. Coysh said that, on arrival of a vessel, the official log book of that vessel, together with the articles of the crew, were examined by him. In the course of this routine work he noticed that King had been dismissed by

RADIO DANCE Gay Scene At The City Hall Last Night THE PRIZE WINNERS

Designated as extremely interesting by those who attended it, the Radio Exhibition at the City Hall, Hong Kong, terminated its three-day's run last night with an on-joyable fancy dress dance. It was estimated that between 140 and 150 people attended the function, which was voted to be in every way a success.

The latest dance music was played by the popular "Semrah" orchestra from H.M.S. "Hermes," by kind permission of the Ship's Commander, and was relayed from the Government Radio Studio through two receivers. The hall was brightly decorated with the flags of various nations and, combined with the charming evening dresses and original fancy costumes, presented a scene of considerable animation.

Mr. and Mrs. Younghusband acted as judges and selected the following prize winners:

Best fancy dress (ladies): Miss Maud Wicheil, as Dolly Varden—handsome cut glass toilet set.

Best fancy dress (men): Mr. F. Woolton, as a lion tamer—case of pipes.

Spot light competition: Mr. Smith and partner; Miss Burridge and Mr. Castle. The prizes for this competition were chocolates for the ladies and fancy ash trays for the men.

Mrs. Younghusband presented the prizes. Refreshments were supplied by the Hotel Savoy.

GOING ABROAD

Canadian Animals For Foreign Zoos

Montreal, Nov. 30.

Six buffaloes from Wainwright, Alberta, where the Canadian government maintains an extensive game preserve, are at present on route east over the Canadian National Railway bound for zoos at Antwerp, Belgium, Johannesburg, South Africa, and Adelaide, Australia. They will take ship at Montreal and during their stay in the city will be accommodated at the stock yards.

Special crates are required to transport these animals across the continent, and throughout their journey to the seaboard they are accompanied by special attendants from Wainwright.

In addition to the buffalo, two beavers from Jasper Park, Alberta, are on their way to Antwerp and another from Montana is consigned to Zdunoy, Krotoszy, Poland, presumably to become part of a fur farm.

Other recent animal shipments over the Canadian National include a consignment of bears, an eagle, woodchucks and raccoons for the zoological gardens at Dublin, Ireland, as well as 125 silver foxes from British Columbia valued at \$300,000, going to Gothenberg, Sweden. This is the largest shipment of foxes to leave British Columbia.

ed at Shanghai, an endorsement was put on the articles by the Consul there. It was his practice never to interfere with counter-signatures put on by a foreign consul.

Passed the Articles

His Worship pointed out to witness that in other words he had passed the articles.

At this stage His Worship said that the case was very complicated and not at all clear to him. While he was rather conversant with the Shipping Act, he was, nevertheless, not a trained lawyer. He would therefore like to consult the Crown legal officer about it.

The Shipping Act

Mr. R. Sutherland then asked permission to speak a few words on behalf of the shipping community. He said that the matter was a very important one to them all. There was always a feeling of uncertainty with the shipping community where the Shipping Act in the Colony was concerned. They never knew where they were. There was always one Ordinance overruling another.

In answer to Mr. Davidson, His Worship said that quite possibly he would have to dismiss the case without hearing further evidence or argument, but, in the interests of justice, he thought he had better consult the Crown legal adviser.

The case was accordingly adjourned until December 30, at 10 a.m.

DOCKYARD R.C. Annual Presentation of Prizes ENJOYABLE CONCERT

All the available space in the Royal Dockyard Recreation Club was fully occupied last night on the occasion of the annual presentation of prizes. Mr. E. E. Benham, M.L.E.E., made an ideal Chairman, ably supported by Mr. W. Bickford, and for once in a way speeches were voted. The very large audience were treated to a very fine programme, which included:—

Part I.

Pianoforte Selection—Mr. G. E. Longyear.

Song—"The Homeland Hills," Mr. H. Annals.

Comic song—Mr. H. Beer.

Song—"Melisande"—Mrs. Wilson.

Conjuring—Mr. Savoy.

Song—"When the Sergeant Major's on Parade"—Mr. J. Cornelius.

Violin solo—Mr. Stacey.

Song—"Captain Mac"—Mr. Brock.

Part II.

Song—"Farmer's Boy" and "Devon, Glorious Devon"—Mr. Brock.

Song—"Pom" and "More Kids"—Mr. Beer.

Song—"The Lender of the Town Brass Band"—Mr. Cornelius.

Mr. Dick Barry at the Piano.

Song—"Mary Stuart's Song"—Mrs. Wilson.

Conjuring and card tricks—Mr. Savoy.

Song—"The Ballad Monger"—Mr. Annals.

Violin solo—Mr. Stacey.

The programme was a thoroughly enjoyable one, and was only brought to a close by the approach of midnight.

The Prizes

During an appropriate interval the prizes won during the year were graciously presented by Mrs. S. R. Tickner as follows:—

Swimming

Musical Lifebuoys: Miss George.

Diving Competition: Mr. Dudley Bartlett.

Inter-Departmental Relay: Chief Engineer's Department (Messrs. Faulkner, Jackson and Moore).

Ladies' Handicap: Miss George.

Club Championship: Mr. L. Faulkner.

Pole: Master Urell.

"Not" Handicap: Mr. Moore.

Mixed Relay: (1) Miss George and Mr. Pankhurst; (2) Mrs. Othen and Mr. Marlow.

Obstacle Race: Miss George.

Dockyard "Derby": Mr. L. Faulkner.

Lifebuoy Race: Master Urell.

Tennis

Club Championship: Mr. Matthews (Winner); Mr. Hamby (Runner-up).

Doubles Handicap: Messrs. Moore and Hamby (Winner); Messrs. Kirman and Spittley (Runner-up).

Singles Handicap "A": Mr. Hamby (Winner); Mr. Matthews (Runner-up).

Singles Handicap "B": Mr. Davey (Winner); Mr. Willmott (Runner-up).

League: Mrs. Gull and Mr. Luck (Winner); Mrs. Osborne and Mr. Matthews (Runner-up).

Old v. Young Players—Won by Old Players.

Shooting

Club Championship: Mr. Bullen (Winner); Mr. Young (Runner-up).

Officers' Challenge Cup: Mr. Bullen (Winner); Mr. Young (Runner-up).

Handicap: Mr. Young (Winner); Master Urell (Runner-up).

Billiards

Handicap: Mr. Faulkner (Winner); Mr. Coleworthy (Runner-up).

Snooker

Handicap: Mr. Cook (Winner); Mr. Lewis (Runner-up).

Bowls

Inter-Departmental Competition (Shield presented by Commodore J. L. Pearson, C.M.G.): Electrical Department.

Departmental Shield

Highest Aggregate of Points: Constructive Department.

Votes of thanks were accorded to Mrs. Tickner, Mr. Bickford, the artists and those responsible for the decorations of the Club-house, the proceedings concluding with the National Anthem.

Canton, Last Night.

The gunboats "Yung Ching," "Chung Ho" and "Ho Ping" of the 2nd National Squadron, which arrived on Friday morning at Whampoa, will be detailed to patrol the Pearl River.

There are at present scores of shallow draft gunboats under the 4th National Squadron along the West River, which are considered sufficient in number to co-operate with the land and air forces in the campaign against the insurgents. The northern gunboats now at Samshui may be despatched to guard other places, according to report.

Waiting for Orders

General Chu Shao-liang, the C-in-C. of the 6th Army Route, informed Press men yesterday that the 3rd and 8th Divisions under his command have all arrived at Canton and will take the offensive against the enemy when directed by General Ho Ying-ching and General Chan Chai-long.

In regard to the mutiny of the troops under General Shek Yiu-sang, General Ho explained that only a small portion of the troops had mutinied, while five regiments of General Shek's division are now en route to Canton. As to a newspaper report of General Shek's defection, such news in his opinion was fabricated by the reactionaries trying to magnify the affair. General Ho said that he had recently met General Shek in Nan-king, which meeting convinced him that the latter was loyal to the Central Government.

Rear Attack

The C-in-C. further added that the Central Government, with a view to exterminating speedily the Ironsides and the Kwangsi insurgents, is sending two more divisions to the South, one of which, the 9th Division under General Chiang Teng-wen, is already on the way and is expected here very shortly. The General concluded by saying that the Hunan troops of General Ho Chien and the Kweichow troops of General Mao Kwong-chung are advancing to threaten the rear of the enemy.

To facilitate aerial communications, a new aerodrome is being constructed at Sheklung, and will be completed next week.

It is reported that the foundations for aerodromes has been laid at Hohow and Yintack—Canton News Agency.

CANTON'S PERIL More Reinforcements From North READY FOR OFFENSIVE

Practically all the prominent people of Hong Kong were in the St. John's Cathedral yesterday afternoon when the marriage of Mr. Harry Owen Hughes to Miss Frances Isabel Oakley was solemnised at 3 o'clock.

The interior of the Cathedral was prettily decorated with an abundance of fresh cut chrysanthemums. Seating capacity was taxed to the full.

The bridegroom, who is the eldest son of the Hon. Mr. J. and Mrs. Owen Hughes, is an all-round sportsman and athlete, and represented Hong Kong at the last triangular interport cricket match, when he scored a century. He is also one of the three Britons who played for the Hong Kong Baseball Club this season, and showed himself very proficient in the game.

He arrived at the Cathedral precisely at ten minutes before three o'clock, attended by Mr. A. C. I. Bowker, who discharged the duties of best man. It may be mentioned that Mr. Bowker is also an interport cricket player, and has also played side by side with the bridegroom in the American game of baseball.

Punctual to time, the bride, who is the daughter of Mr. H. G. Oakley, C.B.E. and Mrs. Oakley, of Berkhamsted, Hertfordshire, arrived in the company of the Hon. Sir Henry Pollock, K.C. She looked very charming in her dress of white velvet georgette and lace train. She carried a bouquet of white chrysanthemums and maiden hair fern.

The bridesmaids wore the Misses Alwen Owen Hughes, Pauline Wolfe Murray, Yvette Doyle, Hazel Lauder and Molly Wynne-Jones. They were attired in white satin with caps of gold braids and pearls, and each carried a tiny basket of white and gold chrysanthemums.

The ceremony, which was conducted by the Very Rev. Alfred Swann (Dean of St. John's Cathedral), was fully choral.

The bride was given away by the Hon. Sir Henry Pollock.

The wedding march, "Lohengrin" from Wagner, was played as the bride entered the church. "O Perfect Love" was also sung by the choir, and as the bridal pair left the church the wedding march from Mendelssohn was played.

The Attendance

There was a large number of friends present at the ceremony and among those present were noticed H.E. the Governor, Sir Cecil Clementi, K.C.M.G., and Lady Clementi, accompanied by Capt. Sillitoe, the Hon. Mr. W. T. Southern, Mr. and Mrs. A. C. Hynes, the Hon. Mr. H. T. Cressy and Mrs. Cressy, Mr. and Mrs. E. J. Jacks, Mr. Roger Tredwell, Mr. C. C. Muccio, Mr. H. R. B. Hancock, Mr. H. B. L. Dowling, Mr. E. W. Wynne Jones, Mr. and Mrs. E. H. Hamilton, Dr. and Mrs. E. H. Blake, Mr. W. E. L. Pattenden, Mr. C. G. Alabaster, the Hon. Sir Henry and Lady Pollock, the Hon. Mr. Owen Hughes, and the Chief staff of Messrs. Harry Wicking & Co.

Reception

A reception was held at St. John's Place, kindly placed at the disposal of the bridal party by the Hon. Mr. and Mrs. Hynes, and was attended by a very large number of friends, including H.E. the Governor and Lady Clementi.

The health of the bridal pair was proposed by His Excellency, Sir Cecil Clementi, and after the bridegroom had suitably replied, other friends offered their felicitations.

The honeymoon will be spent in Baguio, Philippine Islands. The bride's going away dress was of green crepe de Chine, green cloth coat trimmed with fur.

Wedding Gifts

The bridegroom's present to the bride was a silver dressing table set, and the bride's gift to the bridegroom was a silver flask.

Among the numerous gifts received were a cheque from the bride's father, and a fur coat from Mrs. Oakley. A canteen of silver cutlery, and a dressing case and a cheque were the presents made to the happy couple by Mrs. and Mrs. Owen Hughes. The maids at Berkhamsted sent a silver and cut glass jam jar.

On the other side it is alleged that when the Sergeant went to interview the woman's son regarding some alleged trouble, the woman obstructed the Sergeant in the execution of his duty.

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ENTENTE CORDIALE Governor of Macao And The Press

An enjoyable garden party, which was largely attended by the local Portuguese community, was held at the Club de Recreio, Kowloon, yesterday afternoon, in honour of H.E. the Governor of Macao and Mme. Tamagnini, who are returning to Macao from Loughborough in Portugal.

Later H.E. and party left for the sister Colony on the Portuguese gunboat "Macao."

Just before sailing His Excellency very graciously sent his Private Secretary to these offices to take leave of the "China Mail" and "Sunday Herald" and express appreciation of these two papers' efforts in furthering the cause of the Macao-Hong Kong Entente Cordiale.

DEATH FROM KICK

Lance-Sergeant Charged With Assault

ALLEGED OBSTRUCTION

The death occurred yesterday at 4.30 p.m. of a Chinese woman, aged 50 years, named Leung Tsai.

She was admitted to the Government Civil Hospital on December 2, suffering from internal injuries as the result of an alleged assault by a Shantung Lance-Sergeant, Pi Shih-hau.

It is alleged that the woman attempted to obstruct the Sergeant in the execution of his duty.

The Hearing of the Case

On December 4, Lance-Sergeant Pi Shih-hau was formally charged before Mr. A. W. G. H. Grantham, at the Central Magistracy, with assaulting and injuring the woman in Eastern Street.

As the woman was in the Government Civil Hospital, the Magistrate gave an adjournment for 48 hours to see how she progressed, as she was reported to be in a critical condition and at one time it was thought necessary to take her dying deposition.

The allegations against the Sergeant are that, whilst in the execution of his duty, he kicked the woman in the stomach, and injured her so severely that she had to be rushed away to the hospital, where her condition, aggravated by an internal disease, caused grave anxiety.

On the other side it is alleged that when the Sergeant went to interview the woman's son regarding some alleged trouble, the woman obstructed the Sergeant in the execution of his duty.

CRICKETER WED Ceremony in St. John's Cathedral GOVERNOR PRESENT

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Among the numerous gifts received were a cheque from the bride's father, and a fur coat from Mrs. Oakley. A canteen of silver cutlery, and a dressing case and a cheque were the presents made to the happy couple by Mrs. and Mrs. Owen Hughes. The maids at Berkhamsted sent a silver and cut glass jam jar.

On the other side it is alleged that when the Sergeant went to interview the woman's son regarding some alleged trouble, the woman obstructed the Sergeant in the execution of his duty.

The bridesmaids wore the Misses Alwen Owen Hughes, Pauline Wolfe Murray, Yvette Doyle, Hazel Lauder and Molly Wynne-Jones. They were attired in white satin with caps of gold braids and pearls, and each carried a tiny basket of white and gold chrysanthemums.

The ceremony, which was conducted by the Very Rev. Alfred Swann (Dean of St. John's Cathedral), was fully choral.

The bride was given away by the Hon. Sir Henry Pollock.

The wedding march, "Lohengrin" from Wagner, was played as the bride entered the church. "O Perfect Love" was also sung by the choir, and as the bridal pair left the church the wedding march from Mendelssohn was played.

The Attendance

There was a large number of friends present at the ceremony and among those present were noticed H.E. the Governor, Sir Cecil Clementi, K.C.M.G., and Lady Clementi, accompanied by Capt. Sillitoe, the Hon. Mr. W. T. Southern, Mr. and Mrs. A. C. Hynes, the Hon. Mr. H. T. Cressy and Mrs. Cressy, Mr. and Mrs. E. J. Jacks, Mr. Roger Tredwell, Mr. C. C. Muccio, Mr. H. R. B. Hancock, Mr. H. B. L. Dowling, Mr. E. W. Wynne Jones, Mr. and Mrs. E. H. Hamilton, Dr. and Mrs. E. H. Blake, Mr. W. E. L. Pattenden, Mr. C. G. Alabaster, the Hon. Sir Henry and Lady Pollock, the Hon. Mr. Owen Hughes, and the Chief staff of Messrs. Harry Wicking & Co.

Public Sympathy

Public sympathy with M. Poincare was very great, as after three years' tremendous effort he was stricken by illness within a few days of the completion of his task relating to the final settlement of problems remaining over from the war. The formation of a new Government necessitates the calling of Parliament to approve the Ministerial declarations, and the Chamber may decide to sit during meetings of the League Conference, which would seriously embarrass the French negotiators.

Dramatic Struggle

A most dramatic struggle went on between Madame Poincare and doctors on the one side and members of the Cabinet on the other seeking to persuade M. Poincare to remain in office. Had the Premier been willing to follow the example of Herr Muller and Stresemann in Germany his work could have been carried on by M. Barthou and M. Briand or M. Tardieu, and Parliament could have been kept in recess until October, when it is hoped M. Poincare will be restored to health. However, the decision is irrevocable that M. Poincare has now definitely withdrawn from the political life of France, and will devote his remaining years to literary pursuits and finishing his memoirs.

It is a curious coincidence that another great Frenchman, M. Clemenceau, whose death France still mourns, underwent the same operation as is to be performed on M. Poincare. The latter, who is 68, was President of the French Republic from 1913 to 1920. His periods of office as Premier have been 1917-1918, 1924-1925, and 1928-1929. He has thus had seven years of Premiership and seven as President. His strong financial measures in 1920 are credited with having saved France from bankruptcy.

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FRENCH HISTORY New Era in Political Happenings WAR DEBTS BURDEN

For the first time in French political history the same Cabinet is continuing in office without change following the resignation of a Premier. The head of the Government is now M. Briand, who stepped into the shoes of M. Poincare. Obligated to undergo a serious operation for the removal of the prostate gland, M. Poincare refused the supplications of his Cabinet to continue in office as Prime Minister. M. Doumergue, the President, at once consulted his Senate and the Chamber, and both urged him to call upon M. Briand to form a new Government. M. Poincare had already made a similar recommendation. As a result M. Briand agreed to step into the breach. Falling in his efforts to form a Cabinet on a broader party basis, he informed the President of his decision to carry on with his colleagues of the Poincare Ministry. The Cabinet now consists of:—

The Cabinet

M. Briand, Prime Minister and Foreign Affairs.

M. Cheron, Finance.

M. Barthou, Justice.

M. Tardieu, Interior.

M. Painleve, War.

M. Leygues, Marine.

M. Bonnevise, Commerce.

M. Forquet, Public Works.

M. Loucheur, Labour.

M. Marraud, Public Instruction.

M. Laurent-Eynac, Air.

M. Maginot, Colonies.

M. Antonic, Pensions.

M. Hennessy, Agriculture.

Socialists' Refusal

M. Briand's decision to carry on with a Ministry identical with that which resigned was reached owing to the refusal of Socialist Radicals to accept the Ministries without portfolio and Under-Secretariats of State which he had offered to them. In the course of a brief meeting of members of the Cabinet, M. Briand gave a general outline of the declaration of policy which he intends to make to the Chamber. It will be almost exclusively devoted to foreign affairs. The reason for this is the imminence of the Hague Conference of the final settlement of war debts and the September assembly of the League of Nations. M. Poincare's resignation was announced after he had won a stern struggle in Parliament on the subject of the country's war debts. The Senate ratified by a large majority. France's debt agreements with Britain and America. For this the Premier had fought for weeks, and the strain he underwent is believed to have had much to do with his health.

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